ENVIRONMENTAL

IMPACT STATEMENT

Alternatives Screening Report

Mountain View Corridor
Environmental Impact Statement

Federal Highway Administration
Federal Transit Administration
with
Utah Department of Transportation

Mountainland Association of Governments
Wasatch Front Regional Council
Utah Transit Authority

UDOT Project No. *SP-0067(3)0

JULY, 2004

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1.0 PURPOSE OF REPORT

The purpose of the *Alternatives Screening Report* is to provide a detailed summary of alternatives development, the screening process, and screening results for the MVC Environmental Impact Statement (EIS) project. The report includes the following information:

- How the MVC EIS Team gathered and developed a comprehensive list of transportation alternatives, including a No-Action alternative, for further study in the *Draft Environmental Impact Statement* (*DEIS).*
- How and why transportation alternatives were eliminated or advanced during this process.
- What additional study is required before remaining alternatives are presented in the *DEIS.*

This information is presented in three parts:

PART I - Transportation Alternatives: Development Process

- Alternatives gathered and organized for screening.

PART II - Transportation Alternatives: Screening Process and Results

- Level 1 and Level 2 screening process descriptions.
- Associated results and conclusions.

PART III - Next Steps: Beyond the Screening Process

- Planned activities, including additional study of concepts, and *DEIS* development.

The following appendices are attached to provide further detail and support the explanations given in the text:

- ***Appendix A*:** Level 1 Screening - List of Suggested Actions and Alternatives
- ***Appendix B***: Maps of MVC Conceptual Alternatives for Level 2 Screening
- ***Appendix C***: Maps of MVC Conceptual Alternatives Forwarded to *DEIS*

As used in this report, the term "MVC EIS Team" consists of staff from Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as well as the consultants retained to assist in the preparation of the MVC EIS. As part of the EIS process, the MVC EIS Team makes recommendations to FHWA, FTA, UDOT, and UTA decision-makers regarding project decisions, including decisions about which alternatives will be analyzed in detail in the *DEIS*.

The *Alternatives Screening Report* reflects the current recommendations of the MVC EIS Team regarding which alternatives should be analyzed in detail in the *DEIS* and which alternatives should be rejected because they do not meet the Purpose and Need (P&N) of the project or are unreasonable in some other way.

FHWA, FTA, UDOT, and UTA are releasing this information for review and comment by the public and by other agencies. All comments received on this report will be considered in preparing the *EIS*. This document is an interim step during the preparation of the *EIS*; no final decisions have been made at this time.

1.1 Background

The National Environmental Policy Act of 1969 (NEPA) requires federal agencies to prepare an EIS prior to approving major federal actions that may have significant environmental impacts. The purpose of an EIS is to ensure that federal agencies take into account the environmental consequences of their decisions.

An EIS is required for the proposed highway and transit improvements in the MVC study area because these improvements would require the approval of one or more federal agencies, including the FHWA and the FTA.

The preparation of an EIS is governed by regulations issued by the Council on Environmental Quality (CEQ). According to the CEQ regulations, an EIS must "[r]igorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated."[1]

The CEQ regulations do not specifically define the concept of a "reasonable alternative." However, in general, a reasonable alternative is one that meets the purpose and need of the project, is feasible to construct, does not have excessive impacts and costs, and does not depend on speculative or uncertain events or technologies.

In its guidance, the CEQ recognized that "[f]or some proposals there may be a very large or even an infinite number of possible reasonable alternatives." In those situations, the CEQ guidance states that "only a reasonable number of examples, covering the full spectrum of alternatives, must be analyzed and compared in the EIS." The CEQ guidance also notes that "[w]hat constitutes a reasonable range of alternatives depends on the nature of the proposal and the facts in each case."[2]

Transportation decision-makers use a process commonly known as "screening" to identify reasonable alternatives that will be studied in a DEIS. Screening criteria are

[1] 40 C.F.R. 1502.14(a).

[2] Council on Environmental Quality, *Answers to 40 Most Asked Questions on NEPA Regulations*, 46 Fed. Reg. 18026, 18027 (March 23, 1981).

applied to all alternatives and used to eliminate those that do not meet the project P&N, are not reasonable, or have an unacceptable impact to the natural or built environment. In addition, if the number of reasonable alternatives is very large, an equitable number of examples may be selected to represent the full spectrum of possible reasonable alternatives.

1.1.1 Purpose and Need Summary

The P&N statement will be included as a chapter in the *DEIS*. Table 1-1 provides a brief summary of project purpose.

Table 1-1: *Summary of Project Purpose*

Purpose: Primary Objectives
Improve Regional Mobility by Reducing Roadway Congestion. Improve regional mobility for automobile, transit, and freight trips by reducing roadway congestion compared to the No-Action condition on roadways serving the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
Improve Regional Mobility by Supporting Increased Transit Availability. Improve regional mobility by supporting increased availability of transit compared to the No-Action condition as an alternative to automobile trips for the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
Support Local Growth Objectives. Support local economic development and growth objectives as expressed through locally adopted land use and transportation plans and policies, including the principles reflected in the Growth Choices Vision (see Section 2.3), by providing transportation improvements that complement locally established land use plans.
Purpose: Secondary Objectives
Increase Roadway Safety. Reduce accident rates and the number of high-accident locations (compared to the No-Action condition) on the roadways serving the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
Support Increased Bicycle and Pedestrian Options. Support increased availability of bicycle and pedestrian options consistent with the adopted regional transportation plans in the portions of the study area in Salt Lake and Utah Counties.

The MVC EIS Team identified the principal needs of the study area by comparing present and future levels of transportation service on the Mountain View Corridor study area and reviewing the goals and objectives of the 2030 regional transportation plans.

Rapidly growing population and employment levels in the study area have created major transportation needs in the Mountain View Corridor. The existing roadway network in the study area consists of arterial streets that are not intended to accommodate a high volume of long-distance through trips and freight movements. The existing transit network consists primarily of local and express bus service. These conditions have resulted in the needs listed in Table 1-2 below.

The Wasatch Front Regional Council (WFRC) and Mountainland Association of Governments (MAG) Long Range Transportation Plans (LRTP's) recognized the need for transportation improvements. These regional transportation and land use plans document the need for additional capacity in the study area and recommend an integrated multimodal approach to solve the long-term regional travel demand.

In addition, local community land use plans in the study area, as well as regional land use and transportation plans, show major transportation facilities in the study area. American Fork, West Valley City, West Jordan, South Jordan, Herriman, Kearns, Riverton, and Salt Lake City detailed the need for regional facilities in their land use and transportation plans to provide improved mobility to meet the demands from expected growth. An improved transportation system is needed to provide the transportation infrastructure shown in the regional and local transportation and land use plans. Table 1-2 lists the primary needs of the MVC.

Table 1-2: ***Summary of Project Need***

Need: Primary
Lack of adequate north-south transportation capacity in western Salt Lake County
Lack of adequate transportation capacity in northwest Utah County
Increased travel time and lost productivity
Lack of transit availability
Reduced roadway safety due to increased roadway congestion
Lack of continuous pedestrian/bicycle facilities

1.1.2 Introduction to Screening

The MVC EIS Team used a two-level screening process. Level 1 screening involved examining modal and geographic alternatives and was primarily qualitative. Mode-based screening included the examination of the viability of single-focus solutions: highway only, transit only, and land-use changes only as well as various combinations of these modes. Geography-based screening focused on potential locations within and outside the study area.

Level 2 screening involved an in-depth analysis that was primarily quantitative in order to identify a range of representative alternatives for further study in the *DEIS*.

2.0 PART I – TRANSPORTATION ALTERNATIVES: DEVELOPMENT PROCESS

It is important to the successful completion of a screening process that the list of conceptual alternatives includes as many suggested actions and/or alternatives as possible. The MVC EIS Team used a variety of strategies to accomplish this task. The methods employed for alternatives development are covered in five sections:

- Alternatives Considered in Previous Studies
- Public Scoping and Growth Choices Workshops
- Growth Choices Vision Development
- Roadway Alternatives Refinement
- Transit Alternatives Refinement

2.1 Alternatives Considered in Previous Studies

Early in the alternatives development process, the MVC EIS Team thoroughly analyzed the most recent and related transportation studies performed in Salt Lake and Utah counties in order to determine how to utilize the information contained in each study, including recommended and eliminated corridors and alternatives, to enhance and facilitate the EIS process. Table 2-1 lists the three studies along with the specific roadway recommendations and/or outcomes of each.

Table 2-1: ***Recent and Related Transportation Studies***

Study Detail	Roadway Recommendations and/or Outcomes from Study
1. *Western Transportation Corridor Study, I-80 to Salt Lake/Utah County Line* (*WTC*; WFRC 2001)	New freeway from Utah County line to SR-201 running roughly adjacent to the existing utility corridor at 5800 West; widened 5600 West arterial from SR-201 to I-80
2. *North Valley Connectors Study* (*NVCS*; MAG 2002)	Three new east-west arterial connections between Redwood Road and I-15: 1900 South, 1000 South, and 2100 North (south, middle, and north connectors, respectively)
3. Inter-Regional Corridor Alternatives Analysis (IRCAA; MAG 2002)	Similar to studies #1 and #2

Although transit was considered as a mode that could be accommodated by the recommended corridor from the *WTC* study, the main outcome of these previous studies was a set of roadway solutions. Therefore, the analysis and revisions the MVC EIS Team made to alternatives from these previous studies focused on roadways. The development of transit alternatives is covered later in this report.

2.2 Public Scoping and Growth Choices Workshops

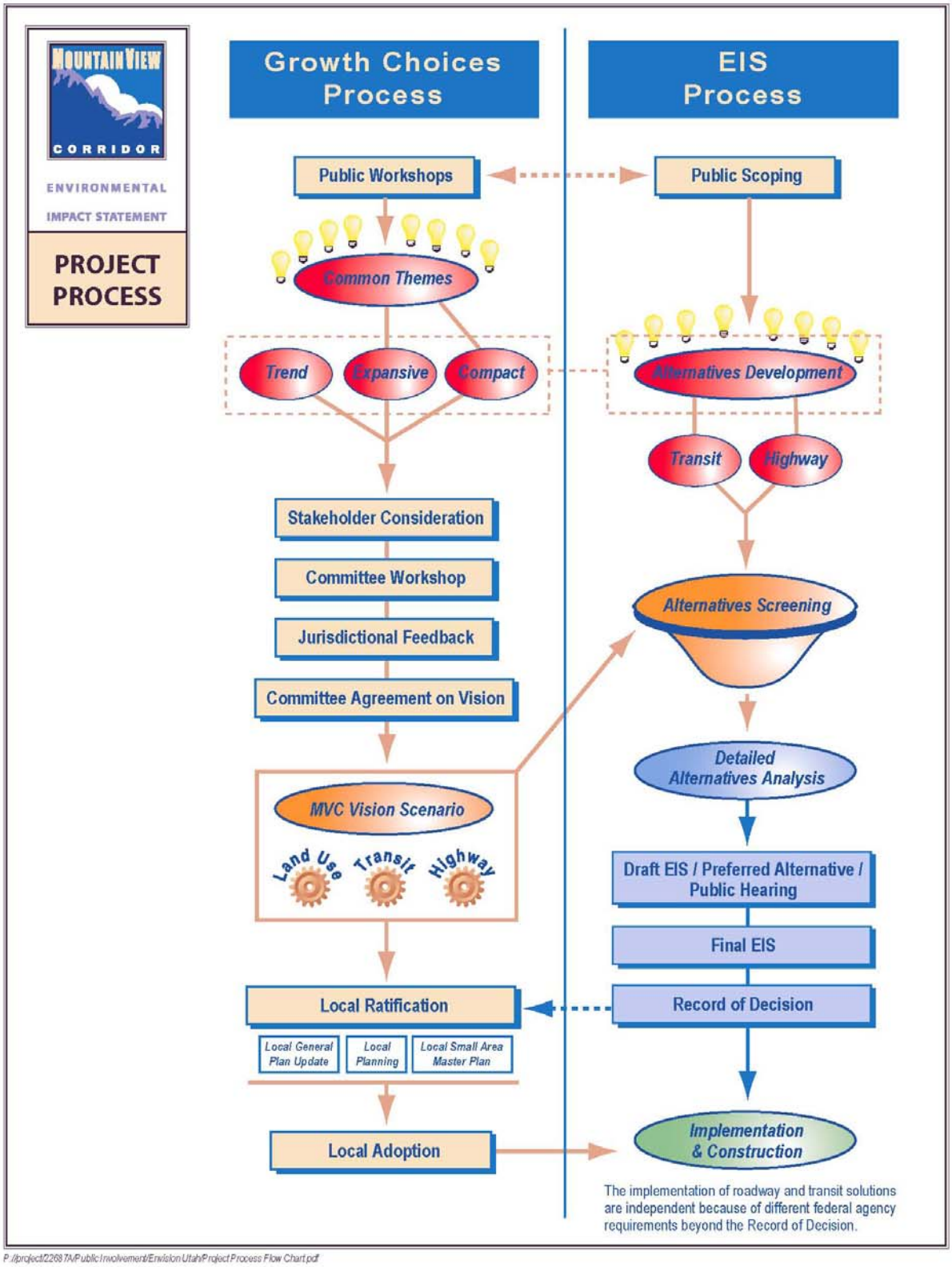
A critical part of any EIS process is gathering comments from key stakeholders in order to identify issues and potential alternatives. This effort is called "scoping." Between April and September 2003, the MVC EIS Team initiated a range of activities designed to proactively encourage participation and gain feedback from interested stakeholders and public agencies during the scoping process. Scoping activities targeted the general public, businesses, local governments, government and non-government agencies.

Information about the proposed MVC project was provided to stakeholder groups using letters, presentations, information kits, and media outlets. Stakeholders were given several options for getting their input to the MVC EIS Team. The options included a telephone comment line, mail, e-mail, dozens of public meetings, 40 comment drop-boxes, a web site comment page, and small group discussions.

The MVC EIS scoping meetings were conducted in conjunction with public workshops that were held as part of Envision Utah's Growth Choices process. Envision Utah is a non-profit organization that facilitates public/private cooperation on issues relating to growth, including transportation. With the support of the MVC EIS Team, Envision Utah convened public and private stakeholders who have an interest in growth and transportation in the study area. These stakeholders included local governments, state and regional agencies, and citizen groups. The fundamental purpose of this process was to provide a forum for the stakeholders to learn about and discuss the choices and tradeoffs between land use planning policies, growth and development policies, and the transportation infrastructure appropriate to a given level and type of future growth. Accordingly, Envision Utah called the process "Growth Choices."

The MVC EIS Team felt it would be beneficial to conduct the MVC public scoping as part of the Growth Choices process because the Growth Choices process framed the broad growth-related issues facing the region, and placed the transportation options under consideration in the MVC EIS on that broader context. Conducting scoping meetings as part of the Growth Choices process enabled the scoping process to be as broad as possible, encompassing transportation-specific comments, general comments, and land use and growth policy suggestions. See Figure 2-1 for an illustration of the relationship between the Growth Choices process and the MVC EIS process.

Figure 2-1: ***Relationship between Growth Choices and MVC EIS Processes***



2.2.1 Public Scoping

The MVC EIS Team and Envision Utah jointly held a series of scoping meetings/public workshops. Approximately 300 people attended a total of six scoping meetings/Growth Choices workshops. Table 2-2 shows each meeting location, the number of participants, and the number of written comments received from those participants.

Table 2-2: ***Scoping Meeting/Growth Choices Workshop Participation***

Date	Time	Workshop Location	Study Areas	Attendees	Comments/ No. of Tables
5/21/2003	6:00 – 8:30 p.m.	Eagle Crest Elementary 2760 N. 300 W., Lehi	Lehi, Saratoga Springs, Eagle Mountain	68	13/9
5/28/2003	6:00 – 8:30 p.m.	South Hills Middle Sch. 13508 S. 4000 W., Riverton	Bluffdale, Riverton, Herriman, S/W Unincorporated SL Co.	43	5/7
5/29/2003	6:00 – 8:30 p.m.	West Jordan High 8136 South 2700 West West Jordan	W. Jordan, S. Jordan, Taylorsville, Copperton	55	13/7
6/4/2003	6:00 – 8:30 p.m.	Granger High School 3690 S. 3600 W.,WVC	WVC, Kearns, Magna, SLC	64	12/7
6/5/2003	6:00 – 8:30 p.m.	Pl. Grove Junior High 810 N. 100 E., Pl. Grove	Am. Fork, Pl. Grove, Lindon	54	8/7
7/1/2003	6:00 – 8:30 p.m.	Centro de la Familia 3870 S. W. Temple, Salt Lake City	Spanish speaking community members in study area	27	7/3
Totals				311	49/40

Growth Choices Scenarios

During the workshops participants worked in small groups using maps, "development chips," and color-coded tape to create their vision of new growth and transportation in their area. All of the maps were combined to create representative alternatives. Three general "scenarios" initially evolved from the Growth Choices Process. These "scenarios" are summarized in Table 2-3.

Table 2-3: ***Initial Growth Choices Scenarios Characteristics***

Initial Growth Choices Scenario	Roadway Characteristics	Transit Characteristics	Land Use Characteristics
"Trend"	Almost identical to LRTP	Almost identical to LRTP	Slight modification to LRTP, with more emphasis on market conditions
"Expansive"	Freeway on SR-111; freeway extending into Utah County	BRT boulevard in 5800 West corridor	More emphasis on single unit dwellings compared to LRTP
"Compact"	No freeway; system of expressways and arterials	BRT in several corridors in both counties	More dense development than LRTP with the use of town and village centers

After the initial Growth Choices scenarios were developed, they were modified and refined over an eight month period by the Stakeholder Committee as part of the Growth Choices process. During this time, the MVC EIS Team worked closely with Envision Utah to analyze and assess the scenarios. The MVC EIS Team and Envision Utah also met with staff members from each affected municipality to review, discuss, and offer refinements to the principles of the initial "Trend", "Expansive", and "Compact" scenarios.

The MVC EIS Team provided group facilitation and gathered comments from the discussion tables at each scoping meeting/Growth Choices workshop. All written and verbal comments were added to the comment database and included in the list of suggested actions and alternatives found in Appendix A.

The scoping meeting/Growth Choices workshops were highly interactive. Participants identified issues in the study area, indicated their preferences for transportation and development, and learned how land use and transportation are linked together. Table 2-4 details significant elements of these meetings and the benefits each element provided to the EIS process.

Table 2-4: ***Elements and Benefits of MVC EIS Scoping Meeting/Growth Choices Workshops***

Element of EIS/Growth Choices Workshop	Benefit to EIS Scoping Process
1. Presentation on overall EIS process.	• Public gained education on general project and process.
2. Presentation on Growth Choices Process and table-top mapping exercise	• Public developed early understanding of link between land use and transportation.
3. Table-top mapping exercise with participants in small groups (5-8 people) around table-top maps in order to develop ideas and discuss issues in study area.	• MVC EIS Team member assigned to each table, observing, answering general questions, and taking notes as issues are identified; Envision Utah is facilitating each table. • Group setting and facilitation allows dynamic interaction between participants and MVC EIS Team members.
4. Potential land use and transportation solutions map developed by participants using different colors of tape representing roadway and transit system types (freeway, arterial, light rail, bus, etc.), and using stickers representing different types of land use (commercial, high density residential, etc.).	• General conceptual alternatives were developed that Envision Utah and the MVC EIS Team could analyze during the screening process.
5. Presentation of table-top mapping results by one member from each group. They explain the reasons why they chose certain elements for their map to all meeting attendees.	• All participants and MVC EIS Team members can hear and increase understanding of a wide range of issues and concept alternatives.

2.2.2 Local Government Scoping

Members of the MVC EIS Team met with local government officials at the beginning of the project to present details of the MVC EIS and Growth Choices processes. Representatives of Envision Utah also attended many of these meetings. Understanding of the relationship between land use and transportation was improved and the MVC EIS Team members were able to listen to, and record local issues and concerns.

A total of 54 meetings were held with stakeholders during the scoping period. Tables 2-5 and 2-6 provide a list of these meetings. The ideas, solutions, alternatives, and related elements of municipal planning documents were added to the list of alternatives for screening.

Elected officials with districts corresponding to the MVC EIS study area, those appointed to transportation-related committees, and members of the Utah Transportation Commission were sent an information kit and encouraged to contact the UDOT project manager with comments or questions.

2.2.3 Government and Non-government Agency Scoping

Federal and state resource agency representatives were invited to attend a joint meeting to discuss EIS methodologies and the MVC EIS project in detail. This meeting was held on Thursday, June 5, 2003. Table 2-7 on page 15 lists additional scoping meetings held with individual agencies and interest groups. In addition, a letter requesting comments was sent in April 2003 to approximately 20 non-governmental agencies.

2.2.4 Results of Scoping

Approximately 275 individuals submitted a total of more than 700 comments during the scoping period. The MVC EIS Team reviewed and distilled all comments into more than 300 suggested actions and/or alternatives. Suggestions ranged from constructing a freeway in the "power corridor" on 5800 West in Salt Lake County to building a causeway over Utah Lake. The following is a list of representative suggested actions and alternatives:

- Extend Bangerter south and to the west of Utah Lake to Nephi.
- Increase bus service in Utah County.
- Extend new freeway from Salt Lake County into Utah County.
- Build commuter rail with bus boulevards connected from Utah County to Salt Lake City.
- Build light-rail from Utah County to Salt Lake City.
- Make Redwood Road into a freeway.
- Make SR-111 into a freeway.
- Add bike and pedestrian trails along the corridor.
- Improve all arterials instead of building any new freeways.

A complete list of alternatives suggested during scoping is in Appendix A.

Table 2-5: ***Local Government Scoping and Follow-up Meetings***

Date	Time	Jurisdiction	Location
Jul. 15, 2003	3:00 p.m.	West Valley City	West Valley City Hall
Jul. 28, 2003	9:00 a.m.	WVC/ Anderson Dev.	West Valley City Hall
Aug. 4, 2003	2:00 p.m.	West Jordan	WJ City Hall, 8000 S. Redwood Rd.,
Aug. 7, 2003	2:00 p.m.	Salt Lake County COG	County Complex, 2001 S. State St, North Bldg.
Aug. 11, 2003	9:00 a.m.	West Valley City	3600 S. 2700 W.
Aug. 13, 2003	2:00 p.m.	Salt Lake County	County Complex, 2001 S. State St, North Bldg.
Aug. 21, 2003	9:00 a.m.	West Jordan	WJ City Hall, 8000 S. Redwood Rd.
	2:00 p.m.	South Jordan	1600 W. Town Center Drive
Aug. 22, 2003	9:00 a.m.	Utah Transp. Comm.	Coalville, Utah
Aug. 28, 2003	3:00 p.m.	West Jordan	WJ City Hall, 8000 S. Redwood Rd.
Sep. 8, 2003	10:00 a.m.	Bluffdale	14175 S. Redwood Rd.
Sep. 9, 2003	9:00 a.m.	Riverton	12765 S. 1400 W.
Sep. 10, 2003	2:00 p.m.	Salt Lake County	County Complex, 2001 S. State St. North Bldg.
	7:00 p.m.	WJ Planning Comm.	WJ City Hall, 8000 S. Redwood Rd.
Sep. 24, 2003	8:30 a.m.	Salt Lake City	Salt Lake City Co. Bldg., 451 S. State
Sep. 25, 2003	3:00 p.m.	West Valley City	West Valley City Hall
Oct. 2, 2003	5:30 p.m.	Utah Valley Regional Planning Commission	Utah County Building
Oct. 7, 2003		Salt Lake County	County Complex, 2001 S. State St, North Bldg.
Oct. 9, 2003	1:30 p.m.	Herriman	Herriman City Hall
Oct. 15, 2003	8:30 a.m.	West Jordan City	South Jordan City Hall
	10:30 a.m.	Riverton	South Jordan City Hall
	12:00 p.m.	Bluffdale	South Jordan City Hall
	1:30 p.m.	South Jordan	South Jordan City Hall
	3:30 p.m.	Herriman	South Jordan City Hall
Oct. 16, 2003	NA	Salt Lake County	Salt Lake County Regional Growth Committee
Oct. 21, 2003	12:00 p.m.	Eagle Mountain	Lehi City Hall
	1:00 p.m.	American Fork	Lehi City Hall
	2:00 p.m.	Lehi	Lehi City Hall
	3:30 p.m.	Pleasant Grove	Lehi City Hall
Oct. 23, 2003	9:00 a.m.	West Valley City	West Valley City Hall
		Salt Lake County	West Valley City Hall
		Kennecott	West Valley City Hall

Table 2-6: ***City/County Council and Planning Commission Presentations***

Date	Time	Jurisdiction	Location
Apr. 8, 2003	6:00 p.m.	Bluffdale	14175 S. Redwood Rd.
Apr. 15, 2003	4:00 p.m.	Eagle Mountain	1680 E. Heritage Dr.
	7:00 p.m.	South Jordan	11175 S. Redwood Rd.
Apr. 16, 2003	4:30 p.m.	American Fork	51 E. Main St. Admin. Bldg.
	6:30 p.m.	Copperton	Bingham Lions Community Ctr., 100 E. Hillcrest
Apr. 22, 2003	9:00 a.m.	Utah County	Utah County Building
	5:30 p.m.	Lehi	153 N. 100 E.
	6:30 p.m.	Saratoga Springs	2015 S. Redwood Rd.
Apr. 23, 2003	7:00 p.m.	Lindon	100 N. State St.
Apr. 29, 2003	9:00 a.m.	Utah County	100 E. Center St., Provo
	1:30 p.m.	Salt Lake County	County Complex, 2001 S. State St, No. Bldg., #N2003
	6:00 p.m.	Pleasant Grove	70 S. 100 E.
	7:00 p.m.	Riverton	12765 S. 1400 W.
	8:00 p.m.	West Jordan	WJ City Hall, 8000 S. Redwood Rd.
May 1, 2003	7:00 p.m.	Magna Township	Magna Recreation Center, 8400 W. 3300 S.
May 5, 2003	4:00 p.m.	Salt Lake City	Transportation Advisory Board
May 6, 2003	5:00 p.m.	West Valley City	3600 S. 2700 W.
	7:00 p.m.	Kearns Township	Kearns Library, 5350 S. 4220 W.
	8:00 p.m.	Riverton	12765 S. 1400 W.
May 7, 2003	6:30 p.m.	Taylorsville	2600 W. Taylorsville Blvd.
May 14, 2003	5:30 p.m.	Salt Lake City	Planning Commission
May 15, 2003	7:00 p.m.	Herriman	13011 S. Pioneer St.

Table 2-7: ***Non-Government Organization Scoping Meetings and Presentations***

Organization	Date	Time	Location
Kennecott Land	Feb. 14, 2003	11:30 a.m.	Parsons Brinckerhoff
West Salt Lake Community Council	May 13, 2003	3 p.m.	1559 W. 1300 S., SLC
SLC Poplar Grove Community Council	May 14, 2003	7 p.m.	Chapman Library, 900 W. 600 S., SLC
West Jordan Chamber of Commerce	June 25, 2003	7 a.m.	Jim's Restaurant, WJ
Alliant Tech Systems (now ATK- Thiokol)	Aug. 6, 2003	10 a.m.	One Utah Center, 201 Main, SLC
Kennecott	Aug. 12, 2003	10 a.m.	UDOT, Region II
West Jordan Rotary	Aug. 19, 2003	12 a.m.	West Jordan
PacifiCorp	Sep. 2, 2003	1 p.m.	PacifiCorp, 1407 W. No. Temple, SLC
The Nature Conservancy (TNC)	Sep. 5, 2003	10 a.m.	TNC, 559 East South Temple, SLC
Kern River Gas	Sep. 8, 2003	2 p.m.	Kern River Gas, SLC
Union Pacific Railroad	Sep. 11, 2003	9 a.m.	Union Pacific, 280 S. 400 W., SLC
Southwest Valley Chamber of Commerce	Oct. 9, 2003	10 a.m.	Herriman City Hall

The official scoping phase of the MVC EIS began April 15, 2003 and ended September 15, 2003. For a review of scoping results, visit www.udot.utah.gov/mountainview and click on the Public Involvement Report link located on the Home page. The MVC EIS Team will continue to accept and respond to comments from the public throughout the project term.

2.3 Development of the Growth Choices "Vision"

The Stakeholder Committee agreed on land use and transportation solutions which they identified in *Mountain View Corridor Growth Choices* (Envision Utah, 2004) as the Vision scenario. The document includes a signed voluntary agreement in which the signatories agree to "support the implementation of The Mountain View Vision to coordinate the activities, policies, and investments of state, regional, and local governments…that [the Vision] will provide a flexible and dynamic framework for local decisions on growth and development which in turn support improved mobility and the transportation preferences delineated in the Vision Map."

In addition, the agreement lists a defined set of transportation and land use planning principles. Committee members agreed to recommend the application of these principles as part of the *Mountain View Vision*. The Vision Map illustrates an example of how this set of principles might be applied. (*See Appendix B: Maps of MVC Conceptual Alternatives, page-1.)*

The Vision scenario has a roadway component consisting of a freeway beginning in Utah County at approximately 2100 North west of Redwood Road continuing north to the Salt Lake County line with a freeway connection to I-15 at Point of the Mountain. South of 2100 North, the freeway transitions to an arterial, with three arterial connections to I-15. In Salt Lake County, the freeway continues north along approximately 4800 West, 6400 West and 5800 West ending at SR-201. That roadway is almost identical to the alternatives developed in the previous studies discussed above. The Growth Choices Vision added two critical elements to local transportation planning: land use changes and transit alternatives.

Several different transit systems and methodologies were considered, developed, tested, and analyzed during this process. After comparing these alternatives, the Growth Choices stakeholders included the following transit elements in the Vision as part of an overall transit alternative for the MVC:

1. A high capacity transit line on 5600 West from 12600 South to I-80 in Salt Lake County. Specific to the "Vision", this was shown as a streetcar system.
2. A Bus Rapid Transit (BRT) line on SR-73 in Utah County.

The MVC EIS Team also worked directly with Envision Utah to refine and optimize these transit networks in order to complement the modified land use plans that are reflected in the Growth Choices Vision. The Vision land use scenario employs many of the same features found in the original Growth Choices "compact" scenario, such as:

- Larger town centers with employment centers
- Village centers with mixed use developments

- Transit-oriented development (TOD) and Pedestrian-oriented development (POD) principles
- Denser residential development near conceptual transit stations

As part of this refinement process, the MVC EIS Team optimized the transit networks within the MVC Study Area by providing better connectivity between some routes as well as improving the general service characteristics of others. These transit network optimizations included the following:

- Bus connection between Northwest Salt Lake City and the West Valley LRT line in Magna via California Avenue and 7200 West.
- North-South bus service in West Jordan west of 5600 West.
- Bus connections through Daybreak in the 10200 South/10600 South corridors and in the 11400 South/11800 South corridors.
- Bus service in the 4000 West corridor in West Jordan and South Jordan.
- Bus service in the 13400 South corridor in Riverton and Herriman, then connection north to the Mid-Jordan LRT line.
- Bus service in the 2700 West corridor in Bluffdale.
- Bus service in the Porter Rockwell Road corridor from Redwood Road to the Draper LRT line.
- Improved peak period frequencies on several routes.

The Growth Choices process provided many benefits to alternative development and screening. From the beginning, there was a wide spectrum of public participation due in part to the joint EIS Team/Envision Utah scoping meeting/Growth Choices workshops. Local government leaders supported these initial public meetings by inviting and encouraging constituent participation. In addition, a broad range of potential transportation solutions were identified at the scoping meeting/Growth Choices workshops.

The ongoing local government and non-government representation on the Stakeholder Committee—which the MVC EIS Team plans to uphold throughout the life of the project—increased project understanding and support from community leaders. An over-arching benefit of the process was that it educated stakeholders regarding the interrelationship between land use and transportation choices.

2.4 Roadway Alternatives Refinement

As one of its initial exercises, the MVC EIS Team assessed whether or not the roadway alternatives developed from the previous studies met the study area travel demand. In order to analyze the ability of different alternatives to meet projected travel demand in and through the study area, the MVC EIS Team used regional travel demand models that have been adopted by the MPOs – WFRC and MAG – for Salt Lake County and Utah County, respectively. The regional travel demand models are computer modeling tools that allowed the MVC EIS Team to calculate the ability of different road and transit networks to meet travel demand assuming different land use and growth scenarios.

Using these modeling tools, the MVC EIS Team tested several transportation networks and land use pattern scenarios using the regional travel demand model in order to assess performance. This method was used most during the time that alternatives were developed as a part of the Growth Choices process described previously.

The modeling, referred to as "sensitivity testing," provided the Team with direct determination of each scenario's transportation performance. It also allowed them to make practical deductions and qualitative assessments of other alternatives (including roadway, transit, and land use) without modeling them. For example, by modeling and analyzing the "expansive" scenario which, among other things, depicted a freeway on SR-111, the MVC EIS Team was able to deduce that a freeway-type facility on the western edge of the study area was not as well used as a more centrally located one. This result confirmed those of the facility spacing analysis done in the *WTC* study, without requiring another specific model run.

A complete discussion of travel demand is contained in the Purpose and Need report, which is also available for public review. To summarize, the MVC EIS Team found that the majority of home-based work trips, which contribute the most to peak period or rush-hour congestion, move in the north-south direction for both Salt Lake and Utah Counties. Utah County also has a heavy number of east-west trips taken via SR-73 because it is the only existing main east-west thoroughfare between I-15 and the Town of Eagle Mountain.

Based on this information, the MVC EIS Team concluded that the recommended roadway alternatives developed from the previous studies have characteristics that are still well suited to the general trip characteristics existing on the MVC study area. The following is a list of these specific roadway and trip compatibility characteristics:

- The larger, freeway-type facilities developed in the previous studies serve longer, home-based work trips that originate in the Salt Lake County portion of the MVC study area and are destined towards downtown Salt Lake City.

- The larger, freeway-type facilities also serve mid-length home-based and work-based trips that originate in Salt Lake County and are destined toward the West Jordan/West Valley area. This information is important because the West Jordan/West Valley area is projected to become more of a key employment center for the region in future years than it is currently.
- The three separate connections developed by the *NVCS* serve longer, home-based work trips that originate in the Utah County portion of the MVC study area and are destined toward either the downtown Salt Lake City area or the Provo/Orem area.

The MVC EIS Team held meetings with staff members from each city and county. The meetings were held in order for the Team to gain an understanding of how affected jurisdictions viewed the results and associated alternatives from the previous relevant studies. The Team also wanted to learn if any conditions had changed in the study area since these previous documents were completed. If so, the MVC EIS Team needed to assess any changed conditions for implications to the current study.

The number of trips in the MPO regional travel model is directly related to population and employment projections. Changes in these numbers can have a direct bearing on the type, size, and location of both roadway and transit alternatives. As a result of consultations with WFRC and MAG, the MVC EIS Team learned that the population and employment projections for the study area had changed substantially from those used in the previous studies. The increased population and employment had the effect of increasing travel demand compared to the travel demand assumed in previous studies.

In addition, because of changes related to the physical characteristics of the study area as well as the demographics projections, the MVC EIS Team was able to refine the roadway alternatives from the previous studies and develop new ones. These changes, as they pertain to specific roadway alternatives, are described below for each county.

2.4.1 Utah County

NVCS Arterials Revision

Since the completion of the *NVCS* in 2002, population and employment projections for Eagle Mountain and Saratoga Springs have increased markedly. The *NVCS* used the 1990 Census as a basis because the 2000 Census data was not available until 2002 or 2003. This is one reason the projections changed so drastically.

Population is expected to increase ten-fold by 2030. The projected increase in population and employment has a direct impact on the number of trips taken on and through the study area in northern Utah County. For example, north/south travel through the area is projected to triple and east/west trips are projected to increase by ten times by the year 2030.

Further investigation by the MVC EIS Team revealed that arterial alternatives from the *NVCS* would no longer be able to accommodate the increase in traffic volumes. The geographical corridors identified in the *NVCS* and preserved by Lehi City were still deemed adequate, but the number of lanes proposed for the arterials needed to be increased. This change led to the development of Utah County alternatives examined in detail in the Level 2 screening process.

Freeway Extension from Salt Lake County into Utah County

The *NVCS* did not address how a major facility, for example, a freeway, from Salt Lake County would transition into Utah County. In fact, the regional model assumed the major facility being planned in western Salt Lake County would end at the county line. Neither the *NVCS*, nor the *WTC* included whether the *WTC* corridor would or would not connect to I-15 in Utah County. The MVC EIS Team developed several alternatives which addressed the need for transportation continuity between Salt Lake and Utah Counties, and provided travelers with a regional facility. Some of these alternatives did not include a direct freeway connection to I-15.

2.4.2 Salt Lake County

Freeway between SR-201 and I-80

Population and employment projections have also increased substantially in Salt Lake County since the completion of the *WTC* study in 2001. The *WTC* study used the 1990 U.S. Census data while the MVC EIS Team is using the 2000 U.S. Census. This revision in demographics increased the number of expected trips on the *WTC* proposed highway network by an average of 35,000 per day (*updated LRTP*, WFRC, 2004). Based on these findings, the MVC EIS Team considered additional freeway alternatives between SR-201 and I-80. Only an arterial solution was considered necessary between SR-201 and I-80 in the previous study.

7200 West Alignment

During the *WTC* study, an alignment was proposed along 7200 West. This alignment was rejected because it affected property owned by ATK – Thiokol, a national defense contractor operating on the regulations of the U.S. Navy, and property owned by the U.S. Navy. ATK - Thiokol opposed the alignment that impacted its property in Salt Lake County because of the physical location of operations at the time of the *WTC* study. For these reasons, the alignment was eliminated.

In meetings with ATK – Thiokol staff, the MVC EIS Team learned that conditions had changed relative to the physical location of certain sensitive ATK – Thiokol facilities and the company no longer opposed further study of a 7200 West alignment. This change prompted the Team to develop a 7200 West corridor alternative between I-80 and 4700

South, which was added to the screening process and subsequently modeled and analyzed.

5800 West/6400 West Corridor Alignment

The *WTC* proposed a roadway alignment between 4700 and 7000 South along 5800 West. The MVC EIS Team revised the alignment by moving it approximately one mile west to 6400 West between 4700 South and 7000 South. This revision was made because of physical and environmental barriers created by a power plant and public golf course located in, or near the original *WTC* alignment. This revised alignment traverses ATK – Thiokol property, but was considered conceptually acceptable because of the changed conditions described above.

Subsequent analysis by the MVC EIS Team confirmed that this transition alignment has the least impact on current and planned development in the area. In addition, the city councils of West Valley City and West Jordan passed resolutions stating they preferred this "new" alignment over the previous *WTC* alignment. (*See map of Alternatives SL-1 & SL-3 in Appendix B: Maps of MVC Conceptual Alternatives for Level 2 Screening.*)

2.4.3 Development of Trails

The MVC EIS Team included a multi-use trail as part of any freeway alternative in order to be consistent with the intent of the LRTP for both Salt Lake and Utah Counties. A multi-use trail was consistent with local jurisdiction master plans in Salt Lake County, many of which show a trail system on the preserved *WTC* study corridor. The inclusion of a trail system is reflected in the Purpose and Need chapter of the *DEIS*.

This multi-use trail includes provisions for the following users:

- Pedestrians
- Bicyclists
- Equestrians

2.5 Transit Alternatives Refinement

The type and location of most transit alternatives, and in particular high capacity transit alternatives such as BRT and rail technologies, depend on the land use policies of the local jurisdictions. The major investment necessary to construct and operate a high capacity transit system is only justified if there are sufficient residences and/or jobs located very close to the transit system. In simple terms, a high capacity transit system requires relatively dense concentrations of residences and/or jobs in order to be viable.

Because of the relationship between transit alternatives and land use policies, Envision Utah's Growth Choices process was intended to facilitate development of transit

alternatives by defining the land use and growth policies that local jurisdictions were willing to pursue. Based on that land use determination, the MVC EIS Team could begin to refine the potential locations and modes of transit that could reasonably be built.

Using the Growth Choices land use policies and updated population and employment projections, the MVC EIS Team analyzed the transit needs of the Study Area.

The majority of home-based work trips are in the north-south direction for both Salt Lake and Utah Counties. There are also heavy east-west trips in Utah County via SR-73. The service characteristics of the transit portion of the Vision Scenario are well suited to these general trip characteristics of the MVC study area. Specifics of this transit service and trip characteristic combination include:

- The longer, home-based work trips originating in the Salt Lake County portion of the MVC study area with destinations towards the downtown Salt Lake City area are well served by transferring from the 5600 West line onto one of three future planned transit lines (mid-Jordan light rail transit (LRT), 3500 South BRT/LRT, or the airport LRT).
- The mid-length, home-based work trips originating in Salt Lake County with destinations in the West Jordan/West Valley City area (which in future years is projected to become a greater employment center than it is currently) are well served by the 5600 West transit line (with no major transfers required).
- The longer, home-based work trips originating in the Utah County portion of the MVC study area with destinations of either the downtown Salt Lake City area or the Provo/Orem area are well served by utilizing the BRT on SR-73 and then transferring to the future north-south commuter rail line.

This transit alternative, although to a lesser extent, also services shorter, non-home-based work trips that evolve from pedestrian and transit oriented developments (POD and TOD, respectively) inherent in the Vision Scenario land use. The intense development and refinement of the transit network by the MVC EIS Team in the Vision Scenario resulted in a system with specific initial service characteristics:

- Operating speed
- Headways
- Conceptual station locations
- Route transfer characteristics
- System connectivity

The MVC EIS Team was able to determine preliminary ridership numbers using the MPO regional travel demand model. These numbers were based on daily boarding

numbers at conceptual station locations. They were later used in the screening process to eliminate unreasonable technologies.

In addition, the Team used preliminary transit ridership numbers to conceptually determine the beginning and ending points (known as termini) for the transit improvements included in the Vision Scenario. Tables 2-8 and 2-9 summarize the reasoning behind these termini.

Table 2-8: ***Utah County Conceptual Transit Termini in "Vision Scenario"***

Terminus	Considerations
Western (approximately Redwood Road)	• West of Redwood Road, the "Vision Scenario" does not have the adequate land use to conceptually support a transit system beyond regular bus service • Trips originating further west could utilize potential park & ride facilities at line terminus
Eastern (Commuter Rail/I-15)	• Logical connection with two other large, regional facilities (I-15 and future commuter rail service)

Table 2-9: ***Salt Lake County Conceptual Transit Termini in "Vision Scenario"***

Terminus	Considerations
Southern (12600 South)	• South of 12600 South, the "Vision Scenario" does not have the adequate land use to conceptually support a large-capital investment transit system; hence daily boardings drop off significantly south of 12600 South • Trips originating further south could utilize express bus or other types of lower capital transit investments that would be a part of (any) freeway alternative.
Northern (Salt Lake International Center)	• Very few trip destinations are north of either the Salt Lake City International Airport or downtown Salt Lake City • Alternative logically connects with future LRT line from downtown Salt Lake City to the Salt Lake City International Airport/International Center

In addition to the transit alternatives developed through the Growth Choices process, the MVC EIS Team relied on comments received during scoping and its own analysis to consider and develop the following additional transit alternatives (including both locations and transit modes) for consideration in Level 1 Screening:

1. BRT on Overall Freeway Corridor
2. Transitway on 7200 West
3. Transitway on 6400 West
4. Transitway along SR-111
5. Transitway along Bangerter Highway
6. Transitway to Magna
7. Rail Service along I-15
8. Transit Service using Existing Welby Line from West Jordan to Magna

9. East-West Light Rail Line in Utah County
10. Commuter Rail
11. Monorail

During this transit alternative refinement period, the MVC EIS Team did not determine the precise type of transit (i.e., the transit technology) on 5600 West in Salt Lake County. The critical designation to consider is that the 5600 West transit alternative is a "high capacity" transit line; i.e. it could handle far more passengers than just regular or express bus service. For purposes of obtaining quantifiable ridership data, the MVC EIS Team used a streetcar line during computer modeling which represents a fixed-guideway technology.

It is important to note that a high capacity transit line could be encompassed by several different types of transit technologies, such as BRT, streetcar, or LRT, whether or not they are fixed-guideway. For example, some types of BRT are not considered fixed-guideway, even though they are high capacity.

2.6 No-Action Alternative Considered

The No-Action alternative will be considered in the *DEIS*. The No-Action alternative is described in detail in the P&N chapter, as well as in Part III of this report.

3.0 PART II - TRANSPORTATION ALTERNATIVES: SCREENING PROCESS

The goal of the MVC EIS screening process was to narrow down the number of alternatives to those considered reasonable and to develop specific definitions of corridor location, mode, and facility type that can be examined in further detail in the Alternatives chapter of the *DEIS*.

A two-level screening process was used to analyze alternatives. Level 1 screening was primarily qualitative. During Level 1 screening, hundreds of alternatives were analyzed and either selected for Level 2 screening or eliminated.

During Level 2 screening, the alternatives carried forward from Level 1 screening were analyzed for two purposes (1) to eliminate alternatives that were unreasonable, based on inability to meet purpose and need, excessive environmental impacts or cost, technical infeasibility, or other factors; and (2) to determine whether the large number of potentially reasonable alternatives could be reduced to a manageable number that would represent the full spectrum of reasonable alternatives.

3.1 Level 1 Screening

The goal of Level 1 screening was to consistently review all transportation solutions and alternatives gathered during the scoping process and qualitatively assess whether an alternative (or portions of alternatives) should be eliminated because it was not reasonable, or if it should be carried forward to Level 2 screening for further analysis.

3.1.1 Level 1 Screening: Process

All identified transportation solutions and alternatives were organized in a table prior to screening (*see Appendix A*: *Level 1 Qualitative Screening List of Suggested Actions and Alternatives)* using the following process:

1. All proposed actions and alternatives were assigned a unique item number.
2. Items were listed by county, mode, location, and suggested action/alternative detail.
3. Similar alternatives or suggestions from the public scoping process were grouped together as a single alternative.
4. Items were analyzed according to the Level 1 screening criteria.

Level 1 Screening Criteria

The MVC EIS Team used the following broad criteria to decide whether or not an alternative or suggested action would be eliminated. The Team reviewed and refined these Level 1 screening criteria on several occasions with FHWA and FTA early in the process as alternatives were developed:

- **Demand Not Warranted (DNW):** The alternative or suggested action does not meet the Project Purpose & Need because it is too far from population and employment centers to either meet or warrant travel demand in the study area. The alternative could either be inside or outside the project Study Area as defined in the Purpose and Need chapter.
- **Does not Provide Sufficient Capacity (NSC):** The alternative or suggested action does not provide sufficient capacity to meet the requirements of the Project's purpose and need.
- **Separate project on Long Range Transportation Plan (LRTP):** The alternative or suggested action is already a distinct alternative that is part of a different project listed on either WFRC's or MAG's LRTP. Therefore, the alternative or suggested action addresses needs separate from those addressed in this study. Since these projects are included in WFRC's or MAG's LRTP, they were included in the MVC EIS travel model as a part of the overall transportation network.

- **Technically or Impact Prohibitive (TIP):** The alternative or suggested action requires using technology that is not feasible or practical, or the suggestion is clearly and broadly too impacting to the natural or built environment.
- **Does Not Support Local Planning Policies (NSP):** The alternative does not meet the purpose and need of the Project because it does not support local economic development and growth objectives as expressed through locally adopted land use and transportation plans and policies, including the principles reflected in the Growth Choices Vision by providing transportation improvements that complement locally established land use plans.

If the alternative or suggested action was not eliminated in Level 1 screening, it was advanced into the Level 2 screening process and assigned one of the following designations:

- **Potential Alternative—Major Component (PAMC):** The alternative or suggested action was moved forward into Level 2 screening as a major component of a potential solution. For example, a roadway or transit alignment.
- **Potential Alternative—Secondary Detail (PASD):** The alternative or suggested action was moved forward into Level 2 screening as a minor or secondary component of a potential solution. For example, travel demand management (TDM) strategies or suggestions for reducing traffic on SR-73 in Lehi fall into this category.

3.1.2 Level 1 Screening: Results

The MVC EIS Team assessed every suggested action or alternative shown in Appendix A during the Level 1 screening process to determine if it was a reasonable alternative, or part of a reasonable alternative. Most eliminated concepts fell into one of three categories:

1. Modal Concepts Eliminated
2. Roadway Location Concepts Eliminated
3. Transit Location and Technology Concepts Eliminated

The following section summarizes eliminated suggested actions and alternatives that fit into these three main categories, the screening criteria used to eliminate alternatives (for example *DNW*, *NSC*, etc.), and detailed reasons for elimination.

Modal Concepts Eliminated

1. Land Use Changes Only *(NSC, NSP)*

- This alternative does not sufficiently reduce roadway congestion.

- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

2. Transit Only *(NSC, NSP)*

- Based on analysis of all of the alternatives examined, WFRC concluded that both highway and transit investments are needed in the MVC. The WFRC LRTP Update, 2004-2030 (*December 2003*) examined various combinations of highway and transit improvements in the region, including in the Mountain View Corridor. *Transportation Alternative 5* was specifically designed to examine the effects of maximizing transit investments while minimizing highway investments.

- Travel model sensitivity testing during the Envision Utah Growth Choices process showed that estimated transit ridership accounted for less than 1% of all daily trips and 5% of the peak hour trips made in the study area. A transit-only alternative would not meet the travel demand in the corridor, even with associated robust land use changes as shown in the Growth Choices Process "Compact" Scenario.

- County wide travel forecasting indicates that in the peak-hour transit accounts for only 3.6 % of trips in Salt Lake County and 1.4 % of trips in Utah County. (*See Purpose & Need chapter*)

- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

3. Highway Only *(NSP)*

- This alternative does not meet P&N to increase transit availability.

- The WFRC LRTP Update, 2004-2030 (*December 2003*) examined various combinations of highway and transit improvements in the region, including in the Mountain View Corridor. *Transportation Alternative 5* was specifically designed to examine the effects of maximizing transit investments while minimizing highway investments. Based on analysis of all of the alternatives examined, WFRC concluded that both highway and transit investments are needed in the MVC.

- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

4. Transit and Land Use Changes Only *(NSC, NSP)*

- This alternative does not sufficiently reduce roadway congestion even when combined.

- Based on analysis of all of the alternatives examined, WFRC concluded that both highway and transit investments are needed in the MVC. The WFRC LRTP Update, 2004-2030 (*December 2003*) examined various combinations of highway and transit improvements in the region, including in the Mountain View Corridor. *Transportation Alternative 5* was specifically designed to examine the effects of maximizing transit investments while minimizing highway investments.

- Travel model sensitivity testing during the Envision Utah Growth Choices process showed that estimated transit ridership accounted for less than 1% of all daily trips and 5% of peak-hour trips made in the study area. A transit-only alternative would not meet travel demand, even with associated robust land use changes as shown in the Growth Choices Process "Compact" Scenario.

- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

5. Widen Existing Arterials (No New Freeway) *(NSC, NSP)*

- This alternative encompasses widening all of the major north-south arterials in the Salt Lake County portion of the study area beyond what is shown in the LRTP in order to meet travel demand if no freeway were constructed. This includes 4800 West, 5600 West, 6400 West, 7200 West, and 8400 West. In general, each of these existing arterials would have to be widened an additional 24-48 feet (2-4 travel lanes) on the entire length of Salt Lake County in order to meet expected travel demand.

- The widening of the major north-south arterials detailed above only meets travel demand in areas where there are no intersections. Intersection locations are severely over-capacity which results in levels of congestion that are unacceptable.

- Non-restricted access arterials and limited access expressways with at-grade intersections have a higher accident rate than freeways with grade separated interchanges (*National Overview of Recent Highway Safety Data.* National Highway Traffic Safety Administration: May 2003).

- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

6. Transportation Systems Management (TSM) and/or Transportation Demand Management (TDM) (No New Freeway) *(NSC, LRTP, NSP)*

- TSM measures generally relate to improving facilities that are already constructed, for example, the alternative of widening a freeway versus using TSM/TDM measures to reduce congestion without increasing capacity.

  TSM measures include traffic signal coordination, minor construction of turning lanes at intersections, and Intelligent Transportation Systems (ITS) elements such as variable message signs. It can also include access management; direct access is removed, modified, combined, or relocated.

  TDM measures are used to reduce peak period travel demand by either shifting trips outside of the peak period or shifting the trip to an alternate transportation form, or eliminating the trip altogether, for example, by means such as telecommuting.

- Regional TSM/TDM measures are already accounted for in the No-Action alternative because they are in the 2030 LRTPs and would be redundant as a stand-alone alternative. By themselves they do not meet travel demand as required in the P&N because they

generally only account for about a .5% reduction in peak hour volumes. Many arterial and freeway links are 30 percent or more over capacity.

- TDM measures are typically moderately successful when used in large employment or population centers. They are less successful for smaller employers or where the population is dispersed, which is the case in many areas on the MVC study area. Even the most aggressive TDM programs may only reduce peak period demand by one or two percent in a region, which does not meet Purpose and Need.
- Localized TSM/TDM measures will be examined as a part of any "build" alternative in the *DEIS* in order to increase the performance of alternatives advanced through screening.
- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

7. TSM/TDM + Transit + Widen Arterials *(NSC, LRTP, NSP)*

- This alternative does not sufficiently reduce roadway congestion even when combined.
- *See previous discussions for each separate alternative.*
- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

8. TSM/TDM + Transit + Widen Arterials + Land-Use Changes *(NSC, LRTP, NSP)*

- This alternative does not sufficiently reduce roadway congestion even when combined.
- *See previous discussions for each separate alternative.*
- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

See Appendix A for additional concepts that did not fall into any of the eliminated modal concepts.

Roadway Location Concepts Eliminated

1. Original *WTC* Corridor: 5800 West alternative from approximately 7800 South to 4800 South *(TIP)*

- This section of the *WTC* preferred alignment is technically and impact prohibitive because it runs through West Ridge Golf Course, an existing municipal golf course located in West Valley City, which is a section 4(f) property. (*See Part I: Alternatives Development.*)
- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

2. North-South Freeway Along SR-111 *(DNW, TIP, NSP)*

- Travel model sensitivity testing during the Envision Utah Growth Choices process (with the Expansive Scenario which had a freeway at SR-111) showed that a major facility on SR-111 would have limited usage compared to a facility that was more geographically centered in the corridor.
- Sensitivity analysis shows SR-111 is too far west to meet north-south travel demand. Model runs show that motorists will not travel that far out of direction. *Highway Capacity Manual (HCM)* spacing analysis completed in the *WTC* study supports elimination.
- This alternative would impact numerous historic buildings that may be 4(f) properties because SR-111 runs through the center of historic downtown Magna.
- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

3. North-South Freeway Along Bangerter Highway *(DNW, TIP, LRTP, NSP)*

- The Bangerter Highway as freeway alternative does not resolve traffic congestion issues further west. Bangerter Highway is too far east to meet the north-south needs of the traveling public. *Highway Capacity Manual (HCM)* spacing analysis completed in the *WTC* study supports elimination.
- There is an ongoing study (*Riverton Area Transportation Study*, WFRC) analyzing specific improvements to Bangerter Highway, including changing at least one at-grade intersection to a grade separated interchange.
- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

4. New Highway Through Rose Canyon to Utah County *(DNW, TIP)*

- Travel demand sensitivity testing during the Envision Utah Growth Choices process showed that a facility that far west would have limited usage and would not be warranted.
- This facility would not resolve north-south and east-west travel demand in the Utah County study area.
- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

5. New Highway West of Camp Williams Property to Eagle Mountain *(TIP, DNW, NSP)*

- Travel demand sensitivity testing during the Envision Utah Growth Choices process showed that a facility that far west would have limited usage and would not be warranted.
- This facility would not resolve north-south and east-west travel demand in the Utah County portion of the study area.

- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

6. New Highway on West Side of Utah Lake *(DNW)*

- Travel model sensitivity testing shows that north-south travel demand drops off significantly at approximately 7350 North in Utah County which is just northwest of Utah Lake. Volume/capacity (v/c) varies between 0.8 and 0.9 for the No-Action alternative; this is not enough demand to suggest a major capacity investment in this area and to the south before 2030.

- Approximately 50% of trips from the Saratoga Springs/Eagle Mountain areas are destined to the Provo/Orem area. A facility on the west side of Utah Lake would connect with I-15 in the Santaquin area, approximately 15 miles south of Provo/Orem, and would not serve the travel patterns that are defined as part of the P&N.

- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

7. Build Causeway/ Bridge Across Utah Lake *(DNW, TIP, NSP)*

- The causeway alternative would have substantial environmental impacts to Utah Lake which contains several sensitive species of native fish (e.g. June Sucker). It would likely face significant difficulties obtaining environmental permitting.

- Travel model sensitivity testing shows that north-south travel demand drops off significantly at approximately 7350 North in Utah County which is just northwest of Utah Lake. Volume/capacity (v/c) varies between 0.8 and 0.9 for the No-Action alternative; this is not enough demand to suggest a major capacity investment in this area and to the south before 2030.

- Utah Lake is a recreation resource and is considered a 4(f) property.

- The cost differential between this alternative and a land-based alternative (such as an east-west connector) is an order of magnitude difference because of the expense and engineering challenges of building a five-mile long bridge across Utah Lake. At a cost of about $200 per square foot, this alternative would cost over $400 million, compared to less than $100 million for a comparable set of east-west arterials or an east-west freeway connection.

- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

8. Convert Redwood Road to Freeway *(TIP, NSP)*

- North of Bangerter Highway., Redwood Rd. is too far east to meet expected travel demand. South of Bangerter Highway. this concept is contained in another alternative which is under further consideration.

- North of Bangerter Highway., this alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

9. Improve or Widen SR-73 *(TIP, NSP)*

- This option would have high impact to Lehi's Historic Main Street which has many section 4(f) properties.
- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

See Appendix A for additional concepts that did not fall into any of these general highway location categories.

Transit Location and Technology Concepts Eliminated

Transit Location Concepts Eliminated

The key factor in deciding where to locate major transit facilities is whether there is sufficient density to support the large investment necessary to construct and operate major transit facilities. Currently, the MVC study area does not have sufficient population density to support a high capacity transit system serving north-south travel. Moreover, computer modeling performed by the MVC EIS Team as part of the Growth Choices process indicated that even at full build-out under projected land use (using the MPO LRTP), development densities may not be sufficient to support a north-south high capacity transit system.

However, the computer modeling performed by the MVC EIS Team as part of the Growth Choices process also indicated that a north-south high capacity transit – specifically, a streetcar line on 5600 West – could be viable if local governments modified their land use plans to support higher-density, transit-oriented development near the path of the transit line in a manner similar to the land use policies reflected in the Growth Choices Vision.

Because of the local commitment to the Vision's land use policies expressed in the *Voluntary Agreement* signed by the Growth Choices stakeholders, the MVC EIS Team incorporated those land use policies into the regional travel demand model in order to evaluate the viability of different transit alternatives. All transit alternatives were analyzed on the assumption that future growth occurs according to the Growth Choices Vision. In addition, the MVC EIS Team considered other factors, including UTA standards and policies regarding the design of transit facilities. With these factors in mind, the MVC EIS Team was able to eliminate or revise several transit concepts in Level 1 screening:

1. BRT on Freeway Corridor *(NSP)*

   - Location of the non-Growth Choices BRT was revised during the Level 2 screening process. In Salt Lake County, it was taken out of the freeway alignment and moved to 5600 West.
   - Current UTA practice does not support BRT on freeway corridors, but rather looks to focus BRT service near pedestrian accessible areas. This practice is based on the experience of transit operators nationwide as the technology of BRT continues to be developed. However, operation of express bus service on freeway corridors may still be warranted.
   - Affected cities, using the rationale of the Growth Choices Process, want the transit component of the MVC in an existing street. They feel this approach will serve the adjacent businesses and residences better.
   - The definition of "fixed guideway" could include BRT; therefore the Growth Choices transit alternative encompasses BRT technology as well as streetcar or light rail.
   - This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

2. Transitway on 7200 West *(NSP)*

   - Location not supported regionally by cities and stakeholders as indicated by the Growth Choices Process; therefore without the "Vision" land use changes, appropriate ridership would not be attained.

3. Transitway on 6400 West *(NSP)*

   - Location not supported regionally by cities and stakeholders as indicated by the Growth Choices Process; therefore without the "Vision" land use changes, appropriate ridership would not be attained.

4. Transitway Along SR-111 *(NSP)*

   - Location not supported regionally by cities and stakeholders as indicated by the Growth Choices Process; therefore without the "Vision" land use changes, appropriate ridership would not be attained.

5. Transitway Along Bangerter Highway *(NSP, LRTP)*

   - Location not supported regionally by cities and stakeholders as indicated by the Growth Choices Process; therefore without the "Vision" land use changes, appropriate ridership would not be attained.
   - Considered and not recommended in the *Riverton Area Transportation Study* (WFRC, 2004).

6. Transitway to Magna *(LRTP)*

   - Part of the WFRC LRTP and located on SR-201.

7. Rail Service Along I-15 *(LRTP)*

- Considered in I-15/Commuter Rail EIS.

8. Transit Service using Existing Welby Line from West Jordan to Magna *(NSP)*

- This alternative does not extend far enough north or south to function as a regional corridor.
- This is not a publicly owned line.
- Location not supported regionally by cities and stakeholders as indicated by the Growth Choices Process; therefore without the "Vision" land use changes, appropriate ridership would not be attained.

9. East-West Light Rail Line in Utah County along SR-73 *(DNW, NSP)*

- Insufficient ridership to support a major capital investment even based on "Vision" land use.
- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

10. Commuter Rail *(DNW, NSP, LRTP)*

- Commuter rail is shown in the LRTP extending from Nephi to Brigham City; a number of miles of this alignment are in the MVC Study area (in northwest Utah County and south Salt Lake County) adjacent to I-15; however, this transit alternative is currently being addressed in other studies.
- Commuter rail is not a viable component of a major improvement in the MVC because its operating characteristics include few stops, high speed, and single destination (for example, the central business district). These characteristics are incompatible with the types of transit trips on the MVC study area; therefore, this option does not meet the project P&N.
- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

11. Monorail *(TIP)*

- Compared to at-grade options such as BRT, streetcar, or other rail alternatives, monorail is not a reasonable alternative because of the enormous cost related to elevating the line.
- This alternative does not support local planning policies, including the principles in the Growth Choices "Vision."

See Appendix A for additional concepts that did not fall into any of these general transit location or technology categories.

3.1.3 Major Concepts Selected for Level 2 Screening

Several major conceptual alternatives passed through Level 1 screening and were added to the No-Action alternative for further analysis in Level 2. In the following descriptions, conceptual alternatives are divided by mode (transit and roadway) and county (Utah and Salt Lake) for the sake of simplicity and ease of understanding. Maps of each conceptual alternative are located in *Appendix B.*

Transit Alternatives

Utah County

The only transit alternative for the Utah County portion of the study area that passed through Level 1 screening is a BRT line on SR-73. There is insufficient demand to support more robust forms of transit, while adding additional bus routes is already included as part of the long-range plan. A BRT on SR-73 is consistent with the local planning policies, including those expressed in the Growth Choices "Vision". Accordingly, a BRT line on SR-73 was advanced to Level 2. *(See Appendix B for maps).*

Salt Lake County

A high capacity transit system along 5600 West from 12600 South to I-80 was the only transit alternative for the Salt Lake County portion of the study area to pass through Level 1 screening. As discussed previously, the term "high capacity" encompasses several different transit technologies, such as BRT and rail. *(See Appendix B for maps).*

Roadway Alternatives

Utah County

The following is a list of major conceptual roadway alternatives in Utah County that advanced to Level 2 screening. (*see Appendix B for maps)*:

UT-1:

Alternative UT-1 includes a north-south freeway that runs west of Redwood Road from Salt Lake County to 1900 South in Lehi. The freeway continues to the east and connects with I-15 on 1900 South. The freeway also continues south-east and connects to I-15 at the Pleasant Grove interchange. East-west arterials are located on 2100 North and 1000 South in Lehi.

UT-1a:

Alternative UT-1a includes a north-south freeway from Salt Lake County to I-15 in Utah County. The freeway connects to I-15 at Porter Rockwell Blvd. (15000 South, Bluffdale) and Pleasant Grove interchange, "hybrid" alignment (an alignment that combines elements of alternatives 1, 2, and 3 to avoid critical areas of wetlands, homes, and businesses). East-west local roads, either minor arterials or connectors are located on 2100 North, 1000 South, and 1900 South, Lehi.

UT-1b:

Alternative UT-1b includes a north-south freeway from Salt Lake County to I-15 in Utah County. The new freeway connects to I-15 at the Pleasant Grove interchange, "hybrid" alignment (an alignment that combines elements of alternatives 1, 2, and 3 to avoid critical areas of wetlands, homes, and businesses). An east-west arterial is located on 2100 North, Lehi. Other east-west local roads, either minor arterials or collectors are located on 1000 South and 1900 South in Lehi, and Porter Rockwell Blvd. (15000 South, Bluffdale) per LRTP only.

UT-1c:

Alternative UT-1c includes a north-south freeway from Salt Lake County to I-15 in Utah County. The freeway connects to I-15 at the Pleasant Grove interchange, "hybrid" alignment (an alignment that combines elements of alternatives 1, 2, and 3 to avoid critical areas of wetlands, homes, and businesses). An east-west arterial is on Porter Rockwell Blvd. (15000 South, Bluffdale); and east-west local roads, either minor arterials or collectors are located on 1000 South and 1900 South, Lehi. 2100 North is improved as per LRTP only.

UT-2:

Alternative UT-2 includes a north-south freeway from Salt Lake County to I-15 in Utah County along the utility corridor. The freeway connects to I-15at the Pleasant Grove interchange. East-west arterials are located on 2100 North, 1000 South, and 1900 South, Lehi.

UT-3:

Alternative UT-3 includes a north-south freeway from Salt Lake County to I-15 in Utah County via 1000 South, Lehi. The freeway connects to I-15 at the American Fork Main Street interchange. East-west arterials are located on 2100 North and 1900 South, Lehi.

UT-4:

Alternative UT-4 includes a north-south freeway from Salt Lake County to I-15 in Utah County. The freeway connects to I-15 at the 2100 North interchange, Lehi. East-west arterials are located on 1000 South and 1900 South, Lehi.

UT-5:

Alternative UT-5 includes a north-south freeway from Salt Lake County that tapers to 6-lane expressway/divided highway. The north-south expressway/divided highway runs adjacent to Redwood Road to SR-73 in Saratoga Springs. There is no freeway connection to I-15 in Utah County. East-west arterials are located on 2100 North, 1000 South, and 1900 South, Lehi.

UT-6:

Alternative UT-6 includes a north-south freeway from Salt Lake County that tapers to 6-lane expressway/divided highway. The freeway connects to I-15 at the Point of the Mountain. The north-south expressway/divided highway runs adjacent to Redwood Road to SR-73 in Saratoga Springs. East-west arterials are located on 2100 North, 1000 South, and 1900 South, Lehi. This alternative corresponds to the roadway portion of the Growth Choices "Vision" for Utah County.

UT-7:

Alternative UT-7 includes a north-south freeway from Salt Lake County that tapers to 6-lane expressway/divided highway. The freeway connects to I-15 at Porter Rockwell Blvd. (15000 South, Bluffdale). The north-south expressway/divided highway runs adjacent to Redwood Road to SR-73 in Saratoga Springs. East-west arterials are located on 2100 North, 1000 South, and 1900 South, Lehi.

Salt Lake County

The following is a list of conceptual roadway alternatives in Salt Lake County that were advanced to Level 2 screening. Each alternative shares the same freeway alignment from the Utah County line to approximately 4700 South on or near the "Power Corridor" *(See Appendix B)*:

SL-1:

Alternative SL-1 includes a north-south freeway from Utah County to SR-201 in the power corridor. A north-south arterial is located between SR-201 and I-80 on 5800 West.

SL-2:

Alternative SL-2 includes a north-south freeway from Utah County to 4700 South in the power corridor. The freeway continues north from 4700 South to SR-201 on 7200 West. A north-south arterial is located between SR-201 and I-80 on 7200 West.

SL-3:

Alternative SL-3 includes a north-south freeway from Utah County to 4700 South in the power corridor. The freeway continues from 4700 South to SR-201 on 5800 West. A north-south freeway is located between SR-201 and I-80 on 5600 West.

SL-4:

Alternative SL-4 includes a north-south freeway from Utah County to 4700 South in the power corridor. The freeway continues from 4700 South to I-80 on 5800 West.

SL-5:

Alternative SL-5 includes a north-south freeway from Utah County to 4700 South in the power corridor. The freeway continues from 4700 South to I-80 on 7200 West.

Trails Alternatives

The multi-use trail system described in Part I was advanced into Level 2 screening. The multi-use trail is a specific, secondary component in the project's purpose as discussed in the P&N chapter. *(See Appendix B for maps.)*

PASD Alternatives

Alternatives or suggested actions designated as "Potential Alternatives, Secondary Details" were also brought forward by the MVC EIS Team and will be considered as part of any potential transportation solution studied in the *DEIS*. The following is a list of PASD alternatives:

- Managed lanes/High Occupancy Vehicle (HOV)/ High Occupancy or Toll (HOT)
- Intelligent Transportation Systems (ITS)
- Bike friendly buses and trains
- Designated truck lanes
- Turning lanes and signalized intersections added to widened SR-73
- Special purpose lanes for rush hours and trucks
- More left-turn only lights
- Environmentally friendly landscaping; attractive roads with curb and sidewalks
- Trees planted along new corridor

3.2 Level 2 Screening

During Level 2 screening, the MVC EIS Team used several additional analyses to examine in greater detail the alternative concepts from Level 1 screening. In addition, the Team was able to refine both transit and roadway concepts.

3.2.1 Overview

Transit

The MVC EIS Team did not eliminate any transit alternatives during the Level 2 screening process. Instead the Team focused on refining the transit alternatives that made it through Level 1. This process included consultations with UTA's Capital Development Department regarding how to further develop and implement transit alternatives.

In addition, the MVC EIS Team met with FTA staff to discuss the relationship between the MVC EIS process and FTA's "New Starts" program. The New Starts program establishes the process by which FTA approves funding for Major Capital Investment Projects, such as those under consideration in the MVC EIS. The New Starts program has four distinct steps: (1) Alternatives Analysis, (2) Preliminary Engineering, (3) Final Design, and (4) Construction. In general, FTA approval is required before a project can move to the next step in the process.

The MVC EIS Team continues to consult with FTA to coordinate the MVC EIS process and the New Starts process. It appears likely, however, that any locally preferred transit alternative will have to undergo additional study under the New Starts program *after* completion of the MVC EIS.

The Team decided that two different principles of high-capacity transit service on 5600 West would be studied further in the *DEIS* as an outcome of this process. These two types of transit service include:

1. Dedicated right-of-way (not-shared with vehicular traffic)
2. Mixed (shared lane) with street vehicular traffic

Each of these transit principles has individual service characteristics that will allow the Team to assess what type of technology is appropriate to recommend on 5600 West. The *DEIS* will analyze the extent and associated impacts of widening 5600 West to incorporate the transit line. In addition, the Team will examine how the different potential technologies such as BRT and rail will integrate into the rest of the current and planned UTA transit network. Accordingly, the following transit alternatives passed through Level 2 screening and will be analyzed in detail in the *DEIS.*

Utah County

BRT on SR-73. Because of the high impacts associated with any widening of SR-73 in Lehi (discussed in Level 1 screening), the type of BRT to be developed will not involve additional right-of-way. This means that the BRT will operate in mixed traffic, sharing travel lanes with other vehicles. The *DEIS* will examine other potential components of this BRT line, such as signal prioritization and queue jumping lanes at intersections. Depending on the location, these components can substantially improve the operations of a BRT line by allowing the BRT vehicle to partially bypass congestion at intersections.

Salt Lake County

High Capacity Transit on 5600 West between 12600 South and I-80 on Dedicated Right-of-Way. This will be a center-running system; similar to the 400 South UTA Trax extension to the University of Utah. The system will be developed and analyzed such that the dedicated right-of-way could be used for technologies including BRT and rail.

High Capacity Transit on 5600 West between 12600 South and I-80 on Shared Right-of-way. This system will be mixed with general traffic. The system will be developed and analyzed such that either BRT or rail technologies could be implemented.

Roadway

The MVC EIS Team used the following analyses and refinements for roadway alternatives in Level 2:

- Determining the appropriate background assumptions that would be applied to all roadway alternatives for purposes of traffic modeling and impact assessment (e.g., land use scenarios and right-of-way dimensions);
- Soliciting additional input from relevant federal, state and local government agencies;
- Comparing the alternatives through a quantitative "scoring and weighting" process, which provided a tool for ranking and sorting the alternatives;
- Conducting microsimulation modeling to analyze traffic capacity issues on specific segments of some of the roadway alternatives.

Based on these analyses, the MVC EIS Team intends to advance a total of eight roadway alternatives (four in Salt Lake County, four in Utah County) for detailed study in the *DEIS*. The roadway alternatives proposed for advancement to the *DEIS* are described below along with a summary of the analyses completed in Level 2.

Roadway "Background" Assumptions

The Team "isolated" roadway components in each county in the regional travel model to avoid duplication of analyses. Table 3-1 shows which networks were used as "background" assumptions for transportation and demographics in each county to "isolate" and compare highway characteristics of each alternative in a more meaningful way.

Table 3-1: ***Networks Used as "Background" Components for Modeling***

Roadway Alternative	Roadway network used from other county	Transit network background	Demographic (land use) background
All Salt Lake County alternatives	Utah County Alternative 1A	Long Range Transportation Plan	Long Range Transportation Plan
All Utah County alternatives	Long Range Transportation Plan	Long Range Transportation Plan	Long Range Transportation Plan

Roadway Right-of-Way (ROW) Width Assumptions

An assumed width for ROW is used as the basis for analyzing potential impacts of proposed roadway alignments. The assumed freeway width the Team is using for the MVC study is based on the dimension used in the *WTC* and *NVCS* studies which account for a freeway, transit, trail, and noise abatement.

Table 3-2 shows the assumed ROW widths for the conceptual roadway alignments analyzed during the Level 2 screening process. If subsequent analysis in the *DEIS* shows that the ROW widths change considerably, the MVC EIS Team may have to re-visit the Level 2 screening process to validate the results.

Table 3-2: ***ROW Assumptions and Rationale***

Concept Alignment	Assumed ROW Width	Reason(s)	Note(s)
Freeway (SL and Utah Counties)	328'	• Preserved by several jurisdictions based on *WTC* study • Meant to account for highway, transit, trail, and noise abatement on the same corridor	• Will be examined in detail and potentially revised subsequent to screening • Although transit is no longer in same corridor, other unknown components of the cross-section (number of lanes, median treatment, etc.) justified keeping the same 328' during screening
5600 West/7200 West arterials in SL County (north of SR-201)	150'	• Preserved by Salt Lake City (5600 West) • Shown as 150' on Salt Lake City Master Plans	• Assumed to be access-controlled
Porter-Rockwell (as arterial; as in Alternative UT-1c)	120'	• Consistent width as high-level (i.e. principal) arterial at 2100 North	• ROW width could accommodate typical UDOT five or seven lane section
2100 North (north connector) arterial in Utah County	120'	• Partial preservation/acquisition by Lehi City • Shown as 120' on Lehi Master Plans	• ROW width could accommodate typical UDOT five or seven lane section
1000 South (middle connector) arterial in Utah County	106'	• Partial preservation/acquisition by Lehi City • Shown as 106' on Lehi Master Plans	• ROW width could accommodate typical UDOT five lane section

Concept Alignment	Assumed ROW Width	Reason(s)	Note(s)
1900 South (southern connector) arterial in Utah County	106'	• Partial preservation/acquisition by Lehi City • Shown as 106' on Lehi Master Plans	• ROW width could accommodate typical UDOT five lane section

Public and Agency Involvement During Screening Process

The MVC EIS Team presented the two-level screening methodology and Level 1 screening results for agencies, public officials, interest groups, and the general public to obtain feedback and support. Level 2 screening criteria were also reviewed and discussed during the presentations. These meetings occurred from February until May 2004 and provided valuable input into the screening process *(see Table 3-3 below).*

Table 3-3: ***Presentations and Meetings Held During Screening***

Date (s)	Meeting
Feb. 3, 2004	Stakeholder Committee Meeting
March 1, 2004	Salt Lake City Transportation Advisory Board
March 2, 2004	South Jordan City Council
March 2, 2004	Kearns Community Council
March 3, 2004	Kearns Planning Commission
March 4, 2004	Magna Area Community Council
March 9, 2004	Bluffdale City Council
March 10, 2004	Stakeholder Committee Meeting
March 11, 2004	Magna Planning Commission
March 16, 2004	Riverton City Council
March 16, 2004	West Jordan City Council
March 17, 2004	Taylorsville City Council
March 18, 2004	Herriman City Council
March 22, 2004	Utah County Workshop w/ Mayors, City Council members, and staff
March 30, 2004	Salt Lake County Council
April 1, 2004	MAG Regional Planning Committee
April 6, 2004	West Valley City Council, work session
April 7, 2004	West Valley City Planning Commission
April 13, 2004	Agency Review Meeting w/ FHWA, USFWS, Corps of Engineers, EPA
April 21, 2004	Copperton Community Council
April 21, 2004	Copperton Planning Commission
May 6, 2004	Agency Review Meeting w/ FHWA, USFWS, COE, EPA
May 6, 2004	Magna Area Community Council
May 11, 2004	Saratoga Springs and Eagle Mountain Mayor and Staff
May 25, 2004	Bluffdale City Council
May 27, 2004	Salt Lake City Transportation and Planning Staff

The following paragraphs detail some of the input received as a result of these meetings. In particular, during the March 22, 2004 Utah County Workshop, a "hybrid" alternative freeway alignment for Alternatives UT-1, UT-2, and UT-3 was proposed that avoided many wetland areas and several planned developments on the north shore of Utah Lake. That hybrid alignment and two variations were incorporated by the Team into Alternatives UT-1a, UT-1b and UT-1c. The Team has made additional refinements to those alignments, reducing impacts to wetlands even further.

At the Utah County Workshop and in other meetings, representatives of Lehi indicated they had strong reservations about alternatives that included a freeway through their city. They voiced particular concern about a freeway through developed portions of Lehi that would divide the city.

The MVC EIS Team met several times with staff from Salt Lake City during this period. Those meetings allowed the Team to discuss how additional alternatives, including freeway alternatives north of SR-201, were being developed that were not included in previous studies. The Team did this in response to the changed conditions of increased population and employment on the study area. It was during these meetings Salt Lake City staff stated that if a freeway was required north of SR-201, they would prefer it not be in the 5600 West alignment because they felt it would affect the existing businesses there too negatively.

In addition, the agency review meetings provided the Team with valuable input from federal agencies that have permitting authority over aspects of the project. During those meetings, the U.S. Army Corps of Engineers, which has permitting authority over wetlands under Section 404 of the Clean Water Act, expressed the need to minimize impacts to wetlands.

In particular, the Corps emphasized that, under Section 404 regulations, the Corps may issue a permit only for the "Least Environmentally Damaging Practicable Alternative" or LEDPA. The LEDPA requirement means, in essence, that the Corps can issue a Section 404 permit for a particular alternative only if there is no "practicable" alternative with lower impacts to wetlands.

Roadway Alternatives Evaluation: Weighting and Scoring

The MVC EIS Team employed a tool called "weighting and scoring" to help evaluate roadway alternatives. This tool enabled the Team to identify the key criteria that might affect the evaluation. The following four key criteria we used by the MVC EIS Team:

- Transportation Performance
- Environmental Impacts
- Compatibility with Local and Regional Plans
- Cost

These key criteria were divided into subcategories. Each subcategory was "weighted" by making that category's score comprise a certain percentage of the total score. Table 3-4 shows the relationship between the four major screening criteria and several different sub-criteria using Salt Lake County as an example.

Table 3-4: ***Level 2 Roadway Screening Criteria and Sub-criteria Weighting***

SCREENING CRITERIA	WEIGHTING FACTOR	Weighted Sub-criteria % of Overall Criteria
Transportation Performance	40%	
Minimizes Miles of Study Area N-S Traffic Congestion (VC>1)		30.0%
Minimizes Miles of Study Area E-W Traffic Congestion (VC>1)		15.0%
Minimizes Study Area Delay (hours)		15.0%
Safety (potential for traffic accident reduction)		5.0%
Regional Freight Mobility		5.0%
Level of congestion on other facilities		30.0%
I-15		5.0%
Bangerter Hwy		5.0%
SR-201		25.0%
I-215		10.0%
SR-111		10.0%
5600 West		35.0%
4800 West		10.0%
Subtotal % for level of congestion on other facilities		100.0%
Environmental Impacts	30%	
Minimizes wetlands affected (acres)		50.0%
Minimizes agriculture protection areas affected (acres)		5.0%
Minimizes impact to habitat acres of Ute Ladies Tress/Bald Eagle roosting sites (Roosting sites in notes)		10.0%
Minimizes displacements		35.0%
Compatibility w/ Local & Regional Plans	20%	
Compatible with adopted existing local land use and transportation plans		25.0%
Compatible with (assessed) "vision" of land use and transportation plans		50.0%
Compatible with existing regional (MPO) plans		25.0%
Cost	10%	
Minimizes total aggregated cost of construction, R/W, engineering, and mitigation		100.0%
Total of Four Major Criteria	100%	

During the weighting and scoring process, the MVC EIS Team was able to answer a number of "what if" questions by adjusting the weighting and scoring numbers. This enabled the Team to determine the most desirable or undesirable aspects of each alternative.

The Team evaluated geographically distinct alternatives individually. Small design revisions that were not expected to change the overall function of the alternative were considered as part of the overall alternative and will be addressed as the alignments are refined in the *DEIS*. For example, revisions that include shifting an alignment of less than ¼ mile to avoid a particular impact were considered to be a part of the overall geographical alternative, and were not studied as a separate alternative.

The results of scoring and weighting for Utah and Salt Lake County alternatives are summarized in Chart 3-1 and Chart 3-2 respectively.

Utah County—Weighting and Scoring Results

Chart 3-1 shows the cumulative results of the roadway alternative scoring in Utah County.

Salt Lake County—Weighting and Scoring Results

The cumulative results of alternative concept scoring in Salt Lake County are presented in Chart 3-2.

Chart 3-1: ***Comparative Results: Roadway Alternative Scoring in Utah County***

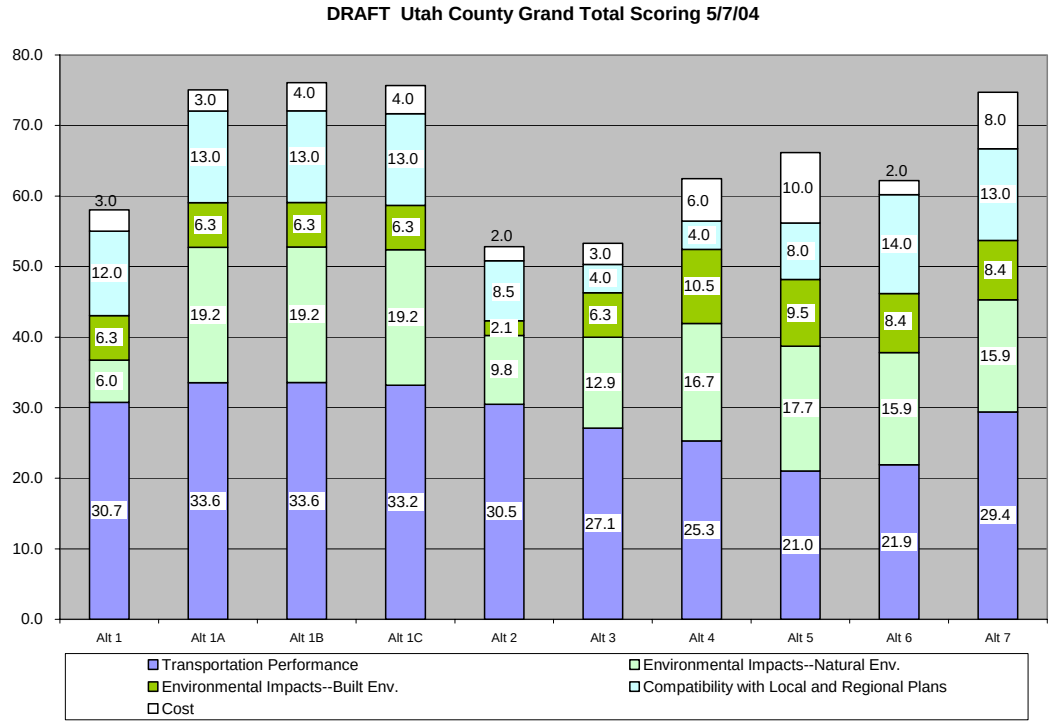
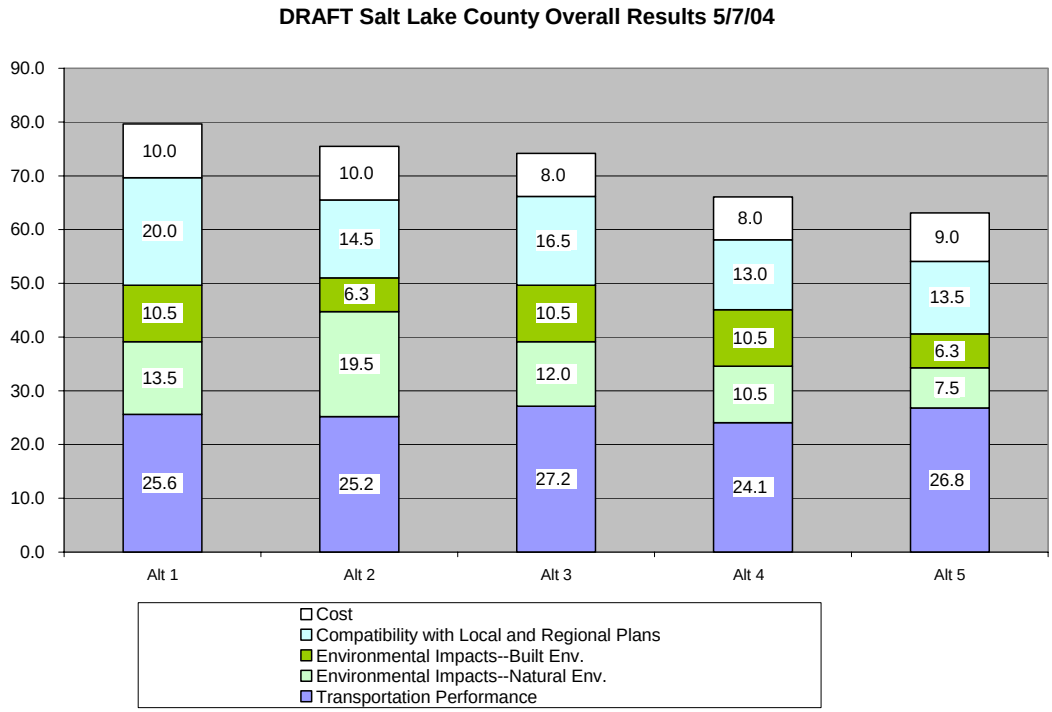


Chart 3-2: ***Comparative Results: Roadway Alternative Concept Scoring in Salt Lake County***



Level 2 Screening: Additional Capacity Analysis for Arterials —Use of Microsimulation Modeling

During the scoring and weighting process, the MVC EIS Team identified an important issue that required a more detailed analysis related to whether or not arterial connections from SR-201 to I-80, and shown in SL-1 and SL-2 would have sufficient capacity to accommodate projected travel demand.

Initial travel demand modeling showed extreme congestion on the arterials in each alternative with volume/capacity (v/c) ratios significantly over 1.0. A complete description of v/c ratios and Level of Service (LOS) is contained in the Purpose and Need chapter which is available for review on the MVC EIS web site along with the Screening Report.

The microsimulation model showed in more detail the queuing of traffic on 5600 West, the impacts on mainline freeway operations south of SR-201, and queuing on intersecting streets. Even when the Team increased 5600 West to a nine lane arterial, roadways were congested. These conditions were considered unacceptable and Alternative SL-1 was eliminated.

Microsimulation model results showed the Team that Alternative SL-2 would function adequately if the number of lanes were increased from the initial concept of 5 to 7. The revision of the 7200 West arterial alternative was considered reasonable by the MVC EIS

Team because it was similar to the manner in which the arterial alternatives had been revised in Utah County.

In addition, the microsimulation modeling showed that freeway mainline segments south of SR-201 previously in question were actually operating at acceptable levels with a v/c ratio below 0.9.

3.2.2 Level 2 Screening Results: Utah County Roadway Alternatives

In Utah County, travel demand modeling indicates that only a north-south freeway combined with multiple east-west freeways and/or arterials will satisfy projected demand in this portion of the study area because of the heavy demand. Accordingly, Utah County alternatives all consist of a freeway extending south from Salt Lake County with one or more east-west freeways or arterials.

The alternatives advanced from Level 1 screening represent ten potential combinations of different freeway alignments, and east-west freeway and arterial connections and improvements. Many more variations of these alternatives could be generated from the same elements by applying different combinations.

Based on the Level 2 analysis summarized above, the MVC EIS Team is recommending four of the Utah County alternatives for detailed study in the *DEIS*. The Team selected these alternatives for reasons explained in Table 3-5. Also, many elements of the alternatives eliminated at this stage are carried forward in other alternatives are depicted in Table 3-5. The Level 2 screening decisions for Utah County Roadway alternatives are summarized in Figure 3-1.

Table 3-5: ***Level 2 Screening Results for Utah County Roadway Alternatives***

Alt.	Description	Key Findings in Level 2	Results of Level 2 Screening
UT-1	Freeway connection to I-15 at Pleasant Grove; follows 1900 South alignment. East-west arterials: 2100 North = 6-lane arterial 1000 South = 4-lane arterial 1900 South = used for new freeway Porter Rockwell = 5 lanes per LRTP	This alternative provides sufficient capacity to meet purpose and need. However, the 1900 South Alignment aspect of this alternative has substantially higher wetlands impacts than other similar alternatives, making it unlikely that the Army Corp of Engineers would be able to issue a permit for this alternative.	Eliminated as a stand-alone alternative. Elements carried forward in other alternatives.
UT-1a	Freeway connection to I-15 at Pleasant Grove; follows "hybrid" of 1900 South and Power Corridor alignments. Freeway connection at Porter Rockwell Boulevard (instead of arterial). East-west arterials: 2100 North = local road per LRTP 1000 South = local road per LRTP 1900 South = local road per LRTP Porter Rockwell = used for freeway	This alternative provides sufficient capacity to meet purpose and need. It was developed as a hybrid of UT-1, UT-2, and UT-3. It has similar benefits, but much lower wetlands impacts than UT-1, UT-2, and UT-3. Among the three alternatives (1a, 1b, and 1c) that use the hybrid alignment to connect to I-15 at Pleasant Grove, this alternative has the worst impact to I-15.	Eliminated as a stand-alone alternative. Elements carried forward in other alternatives
UT-1b	Freeway connection to I-15 at Pleasant Grove; follows "hybrid" of 1900 South and Power Corridor alignments. East-west arterials: 2100 North = 7-lane arterial 1000 South = local road per LRTP 1900 South = local road per LRTP Porter Rockwell = 5 lanes per LRTP	This alternative provides sufficient capacity to meet purpose and need. It was developed as a hybrid of UT-1, UT-2, and UT-3. It has similar benefits, but much lower wetlands impacts than UT-1, UT-2, and UT-3.	Advanced as part of the "Southern Freeway with 2100 North Alternative."
UT-1c	Freeway connection to I-15 at Pleasant Grove; follows "hybrid" of 1900 South and Power Corridor alignments. East-west arterials: 2100 North = local road per LRTP 1000 South = local road per LRTP 1900 South = local road per LRTP Porter Rockwell = 7-lane arterial	This alternative provides sufficient capacity to meet purpose and need. It was developed as a hybrid of UT-1, UT-2, and UT-3. It has similar benefits, but much lower wetlands impacts than UT-1, UT-2, and UT-3.	Advanced as part of the "Southern Freeway with Porter-Rockwell Alternative."
UT-2	Freeway connection to I-15 at Pleasant Grove; follows Power Corridor alignment. East-west arterials: 2100 North = 6-lane arterial 1000 South = 4-lane arterial 1900 South = 6-lane arterial; partially used for new freeway Porter Rockwell = 5 lanes per LRTP	This alternative provides sufficient capacity to meet purpose and need. However, it has substantially higher wetlands impacts than other similar alternatives, making it unlikely that the Army Corp of Engineers would be able to issue permit for this alternative. This alternative also has the highest displacements, by far, of any Utah County alternative.	Eliminated as a stand-alone alternative. Elements carried forward in other alternatives.

Alt.	Description	Key Findings in Level 2	Results of Level 2 Screening
UT-3	Freeway connection to I-15 at American Fork Main Street Interchange. East-west arterials: 2100 North = 6-lane arterial 1000 South = freeway 1900 South = 4-lane arterial Porter Rockwell = 5 lanes per LRTP	This alternative provides sufficient capacity to meet purpose and need. However, it has substantially higher wetlands impacts than other similar alternatives, making it unlikely that the Army Corp of Engineers would be able to issue permit for this alternative. This alternative also has low compatibility with local and regional plans.	Eliminated as a stand-alone alternative. Elements carried forward in other alternatives.
UT-4	Freeway connection to I-15 at 2100 North. East-west arterials: 2100 North = used for freeway 1000 South = 6-lane arterial I-15 to central Lehi; then 4 lanes to SR 73. 1900 South = 6-lane arterial Porter Rockwell = 5 lanes per LRTP	This alternative provides sufficient capacity to meet purpose and need. However, the freeway through Lehi at 2100 North, combined with the widening of 1000 South to six lanes, imposes severe impacts on Lehi and is highly inconsistent with local plans.	Eliminated as a stand-alone alternative. Elements carried forward in other alternatives.
UT-5	Freeway transitions to expressway between 2100 North and SR-73; no freeway connection provided to I-15. East-west arterials: 2100 North = 6-lane arterial 1000 South = 6-lane arterial I-15 to central Lehi; then 4 lanes to SR 73. 1900 South = 6-lane arterial Porter Rockwell = 5 lanes per LRTP	This alternative provides sufficient capacity to meet purpose and need, albeit at a lower level than alternatives that provide a direct freeway connection to I-15. Its wetlands impacts are comparable to those of other alternatives. Also, this alternative is consistent with the existing long-range transportation plan.	Advanced for detailed study in the DEIS as the "Arterials Alternative."
UT-6	Freeway transitions to expressway between 2100 North and SR-73; freeway connection to I-15 provided at Point of the Mountain. East-west arterials: 2100 North = 4-lane arterial 1000 South = 6-lane arterial I-15 to central Lehi; then 4 lanes to SR 73. 1900 South = 6-lane arterial Porter Rockwell = 5 lanes per LRTP	This alternative provides sufficient capacity to meet purpose and need. However, the analysis at Level 2 indicated that providing a freeway connection to I-15 at Point of the Mountain would be costly and would present engineering difficulties. In addition, traffic modeling indicated that this alternative would produce the lowest level of congestion relief of any of the Utah County alternatives.	Eliminated as a stand-alone alternative. Elements carried forward in other alternatives.
UT-7	Freeway transitions to expressway between 2100 North and SR-73; freeway connection to I-15 provided at Porter Rockwell Boulevard. East-west arterials: 2100 North = 4-lane arterial 1000 South = 4-lane arterial 1900 South = 6-lane arterial Porter Rockwell = freeway to I-15	This alternative provides sufficient capacity to meet purpose and need. Its wetland impacts are relatively low. It avoids construction of a freeway through Lehi.	Advanced for detailed study in the DEIS as the "Northern Freeway Alternative."

Southern Freeway Alternatives

As shown on the map in Appendix C, two alternatives were advanced that have the same freeway connection with I-15 at the Pleasant Grove interchange, but are distinctive in terms of where a northern arterial connection point with I-15 is located (either at Porter-Rockwell Blvd. in Bluffdale or 2100 North in Lehi).

Southern Freeway with Porter-Rockwell Alternative

The Southern Freeway with Porter-Rockwell Alternative consists of a freeway terminating at the I-15 Pleasant Grove interchange and an arterial connection at Porter Rockwell. This alignment generally follows the freeway alignment of UT-1, UT-2, and UT-3, but reflects an alignment shift near the Jordan River to avoid a particularly large area of wetlands.

Southern Freeway with 2100 North Alternative

The Southern Freeway with 2100 North Alternative is essentially UT-1b which was developed as a hybrid of UT-1, UT-2, and UT-3. As previously mentioned, it consists of a freeway terminating at the I-15 Pleasant Grove interchange and an arterial connection at 2100 North. This alignment generally follows the freeway alignment of UT-1, UT-2, and UT-3, but reflects an alignment shift near the Jordan River to avoid a particularly large area of wetlands.

The freeway alignments of UT-1, UT-2 and UT-3 were eliminated because they were similar in general location to UT-1b and UT-1c but had substantially higher wetlands impacts; given the stringent requirements for wetland permitting, those alternatives are unreasonable in the context of a project where similar alternatives with lower wetlands impacts are available. Using the same rationale, the Team eliminated UT-1a because it was similar in general location to UT-1b and UT-1c, but had a high negative impact to I-15 at its northern connection point.

Arterials Alternative

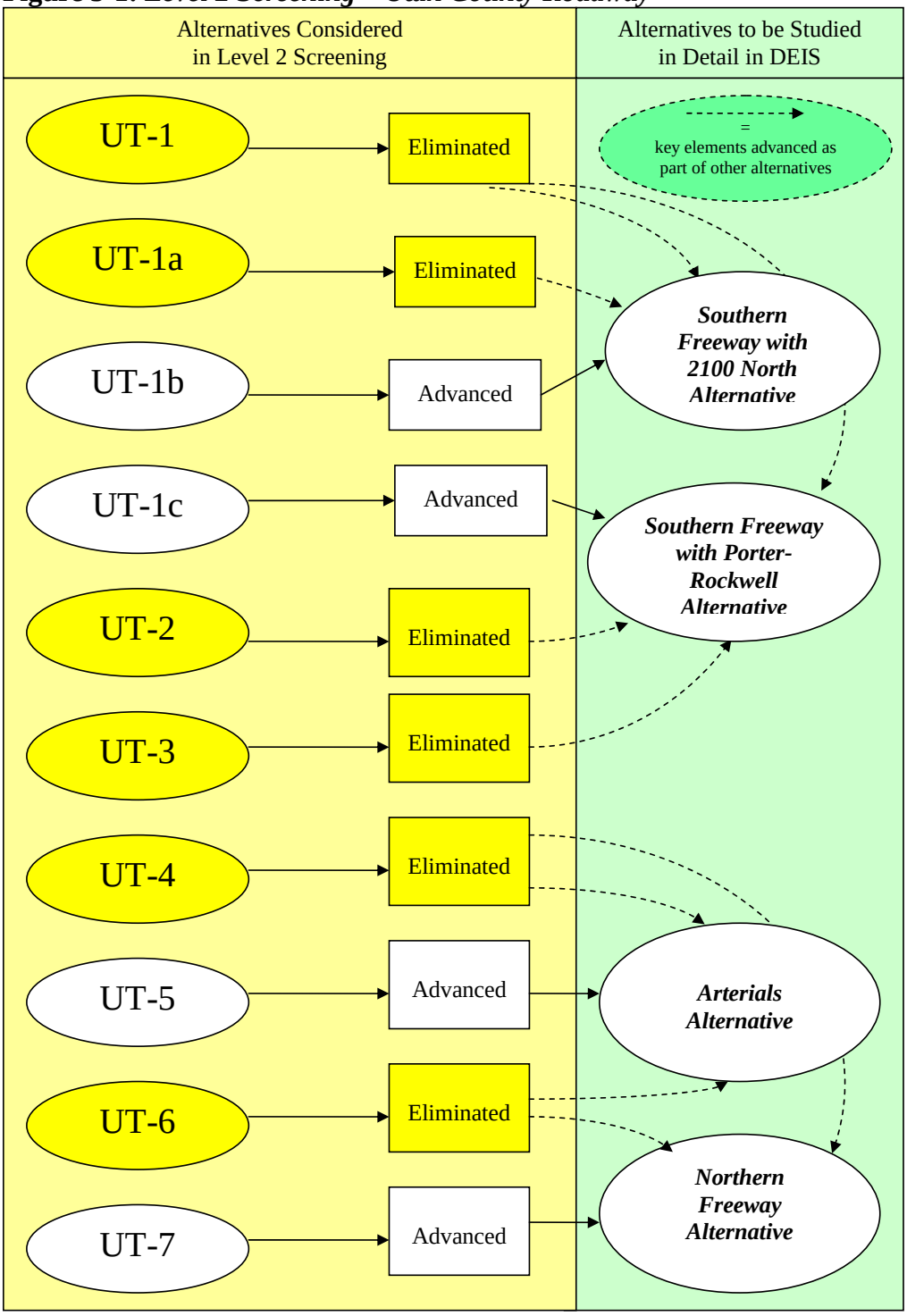
As shown on the map in Appendix C, the Arterials Alternative consists of a freeway terminating west of Lehi with no freeway connection to I-15. This alternative includes three arterials south of the new freeway. The arterials are located at 2100 North, 1000 South and 1900 South, and would provide east-west capacity and connect with I-15.

Northern Freeway Alternative

As shown on the map in Appendix C, the Northern Freeway Alternative consists of a freeway along the proposed Porter-Rockwell alignment terminating at I-15. This alternative includes three arterials south of the new freeway. The arterials are located at 2100 North, 1000 South and 1900 South, and would provide east-west capacity and connect with I-15.

Alternative UT-4 was not carried forward as a stand-alone alternative because placing a freeway on 2100 North through Lehi would impose unacceptable impacts on the community and would be inconsistent with local planning objectives. Alternative UT-6 was not carried forward as a stand-alone alternative because constructing a bridge over the Jordan River at Point of the Mountain would impose unreasonable costs and would present substantial engineering challenges. However, many elements of these alternatives are carried forward as elements of other alternatives.

Figure 3-1: ***Level 2 Screening – Utah County Roadway***



Conclusion: Utah County Level 2 Roadway Screening

Based on the Level 1 and Level 2 screening analyses by the MVC EIS Team, the Southern Freeway with Porter-Rockwell Alternative, the Southern Freeway with 2100 North Alternative, the Arterials Alternative, and the Northern Freeway Alternative are the reasonable roadway alternatives selected for the Utah County portion of the study area.

These four alternatives represent four distinctly different approaches to meet the identified transportation needs in Utah County:

1. A freeway with a direct connection to I-15 in the south, combined with east-west arterial improvements in the far north;
2. A freeway with a direct connection to I-15 in the south, combined with east-west arterial improvements closer to the center;
3. A freeway with a direct connection to I-15 in the north, combined with east-west arterial improvements in the south; and
4. A freeway with no direct connection to I-15, combined with improvements to multiple east-west arterials.

It should be noted that these alternatives are still conceptual. The alignment and configuration of these alternatives may change, and additional variations of these alternatives may be developed as a result of further analysis by the Team and discussion with other agencies. In particular, discussions with the U.S. Army Corps of Engineers regarding permits for filling wetlands may require changes in the configuration of these alternatives. Maps of these alternatives are shown in Appendix C.

3.2.3 Level 2 Screening Results: Salt Lake County Roadway Alternatives

Based on Level 2 analyses, the MVC EIS Team selected four Salt Lake County roadway alternatives for detailed study in the *DEIS*. These alternatives are described below. The Team selected these alternatives for reasons explained in Table 3-6. Level 2 screening decisions for the Salt Lake County Roadway alternatives are summarized in Figure 3-2.

Table 3-6: ***Level 2 Screening Results for Salt Lake Co. Roadway Alternatives***

Alt.	Description	Key Findings in Level 2	Results of Level 2 Screening
SL-1	Freeway on 4800/6400 West between Utah County and 5400 South. Freeway on 5800 West between 5400 South and SR-201. Arterial on 5600 north of SR-201	Microsimulation modeling showed that this alternative would not provide sufficient capacity to meet purpose and need. Specifically, the modeling showed that ending the freeway at SR-201 and forcing freeway traffic onto the existing arterial on 5600 West would (1) cause substantial delays on 5600 West north *and* south of SR-201; (2) cause substantial backups on I-80 as travelers attempted to exit onto 5600 West; and (3) may require widening 5600 West to seven lanes south of SR-201.	Eliminated.
SL-2	Freeway on 4800/6400 West between Utah County and 5400 South. Freeway on 7200 West between 5400 South and SR-201. Arterial on 7200 north of SR-201.	Microsimulation modeling showed that this alternative would provide sufficient capacity to meet purpose and need. This alternative has a more negative impact to 5600 West than any other Salt Lake County alternative; however, this was not considered a reason to eliminate it from consideration at this point.	Advanced to DEIS as part of "7200 West Arterial/Freeway Alternative"
SL-3	Freeway on 4800/6400 West between Utah County and 5400 South. Freeway on 5800 West between 5400 South and SR-201. Freeway on 5600 north of SR-201	This alternative provided sufficient capacity to meet purpose and need. However, it involved replacing the existing 5600 West arterial north of SR-201 with a freeway. Converting this existing arterial to a freeway would displace a number of businesses and would be inconsistent with existing Salt Lake City land use plans.	Advanced to DEIS as part of "5600 West Freeway Alternative"
SL-4	Freeway on 4800/6400 West between Utah County and 5400 South. Freeway on 5800 West between 5400 South and SR-201. Freeway on 5800 north of SR-201.	This alternative provided sufficient capacity to meet purpose and need. There are more wetland impacts in this alternative compared to Alternative SL-3	Advanced to DEIS as part of "5800 West Freeway Alternative"
SL-5	Freeway on 4800/6400 West between Utah County and 5400 South. Freeway on 7200 West between 5400 South and SR-201. Freeway on 7200 north of SR-201.	This alternative provided sufficient capacity to meet purpose and need and has significant advantages over alternatives on 5800 or 5600 West, including lower displacements. The primary disadvantage of this alternative is that it has higher wetlands impacts than the alternatives that use 5800 or 5600 West. The agency with permitting authority over wetlands – the U.S. Army Corps of Engineers – has raised concerns about whether this alternative is permittable. The ability to obtain a permit for this alternative will depend on whether there are other practicable alternatives with lower impacts to wetlands and other aquatic resources. Additional engineering and environmental analysis is needed to resolve that issue.	Advanced to DEIS as the "7200 West Freeway Alternative"

5600/5800 West Freeway Alternatives

As shown on the map in Appendix C, there are two alternatives in Salt Lake County that share the same freeway alignment south of SR-201 down to the Utah County line. This shared freeway alignment generally runs along 4700 West, 6400 West, and 5800 West between the Utah County line and SR-201. Both alternatives would involve new system

interchanges with SR-201 at the same location (approximately 5800 West). However, north of SR-201, these alternatives are distinct because one follows the existing 5600 West and the other follows a new 5800 West alignment.

5600 West Freeway Alternative

The 5600 West Freeway Alternative extends from SR-201 to I-80 in the existing 5600 West alignment. A new system interchange would connect with I-80 and replace the existing 5600 West/I-80 diamond interchange. A new frontage road would most likely be needed with this alternative in order to continue to provide access to businesses that currently exist along 5600 West.

The 5600 West Freeway Alternative has fewer wetland impacts than the 5800 West Freeway Alternative, but has more impacts on existing businesses that front 5600 West.

5800 West Freeway Alternative

The 5800 West Freeway Alternative extends from SR-201 to I-80 in a new alignment generally along 5800 West. A new system interchange would connect with I-80 at approximately 6200 West. The 5800 West Freeway Alternative provides better north-south congestion relief than the 5600 West Freeway Alternative, but it has more wetland impacts.

7200 West Alternatives

As shown on the map in Appendix C, there are two alternatives in Salt Lake County that share the same alignment from I-80 to the Utah County line along 7200 West, 6400 West, 5800 West, and 4700 West. North of SR-201, these alternatives are distinct because one is an arterial and the other is a freeway. South of SR-201, both alternatives are freeways.

7200 West Arterial/Freeway Alternative

The 7200 West Arterial/Freeway Alternative extends along 7200 West from SR-201 to I-80 as an arterial. This alternative would involve a new system interchange with SR-201, but it would utilize the existing 7200 West interchange with I-80.

Along with the 7200 West Freeway Alternative, the 7200 Arterial/Freeway Alternative has the highest number of relocations compared to the 5600/5800 Alternatives. This alternative affects the lowest number of acres of wetlands, but it causes significant negative effect on the level of congestion on some of the nearby streets, such as 5600 West.

However, since the congestion level on the facility itself was acceptable, it would be premature to eliminate the possibility of an arterial connection along 7200 West. Accordingly, the MVC EIS Team advanced the 7200 West Arterial/Freeway Alternative forward for detailed study in the *DEIS*.

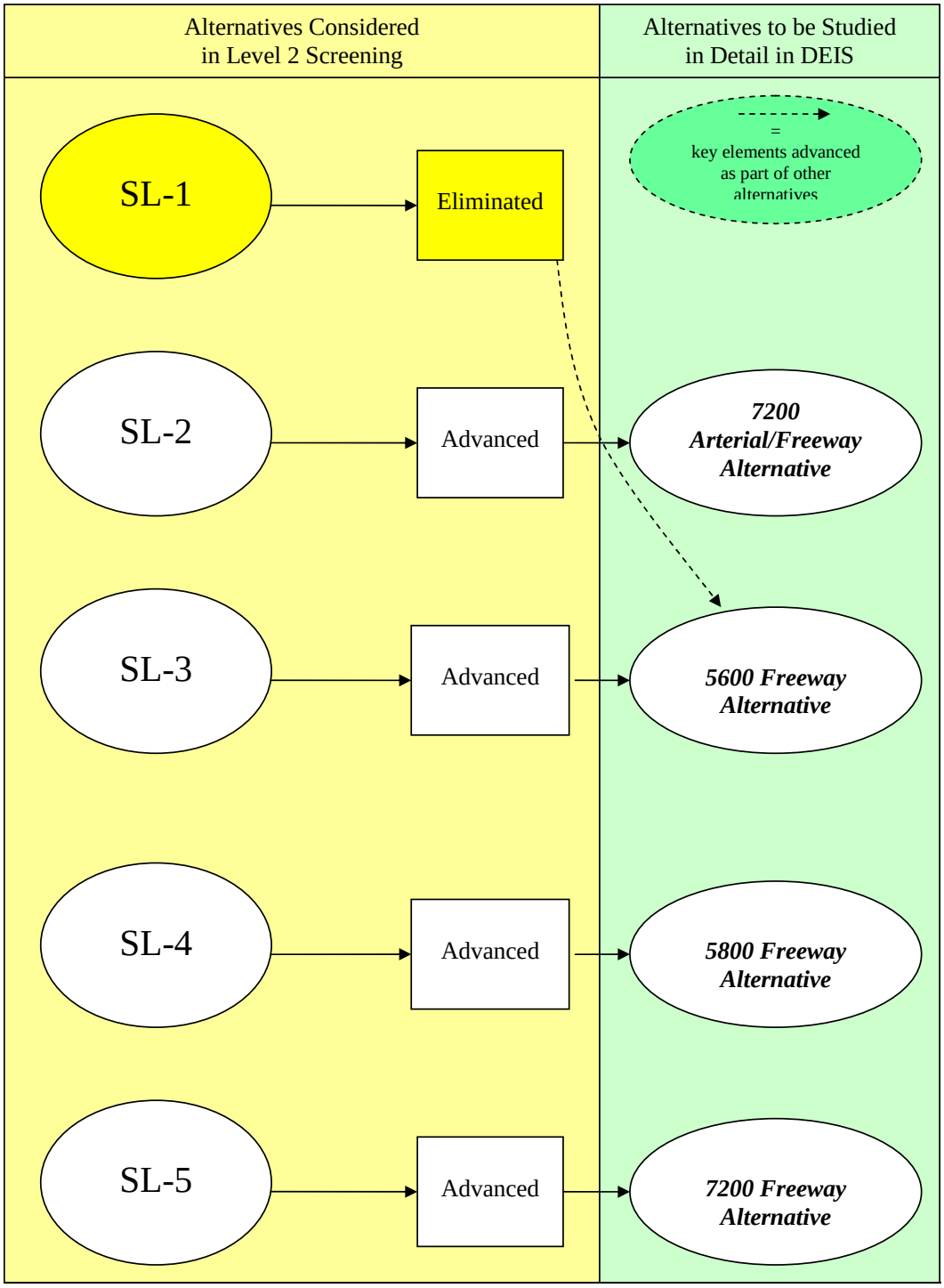
7200 West Freeway Alternative

The 7200 West Freeway Alternative extends along 7200 West from SR-201 to I-80, but it is a freeway instead of an arterial. This alternative would involve a new system interchange with both SR-201 and I-80.

This alternative provides the best amount of overall congestion relief in the Salt Lake County portion of the study area. However, similar to the 7200 West Arterial/Freeway Alternative, there are high negative impacts to specific streets such as 5600 West. In addition, it is important to note that based on existing information, the 7200 West Freeway Alternative has greater impacts on wetlands than any other alternative in Salt Lake County. Based on this data, the U.S. Army Corps of Engineers has indicated that the Corps may not be able to approve a wetlands permit for this alternative under Section 404 of the Clean water Act.

The MVC EIS Team acknowledges the potential permitting obstacles facing this alternative. However, until the final wetlands impacts are analyzed it would be premature to eliminate the possibility of a freeway connection along 7200 West. Accordingly, the MVC EIS Team advanced the 7200 West Freeway Alternative forward for detailed study in the *DEIS*.

Figure 3-2: ***Level 2 Screening – Salt Lake Co. Roadway Alternatives***



Conclusion: Salt Lake County Level 2 Roadway Screening

Based on the Level 1 and Level 2 screening analyses, the 5600 West Freeway Alternative, 5800 West Freeway Alternative, 7200 West Freeway Alternative, and 7200 West Arterial/Freeway Alternative are the reasonable roadway alternatives for the Salt Lake County portion of the study area.

It should be noted that these alternatives are still conceptual. The alignment and configuration of these alternatives may change, and additional variations of these alternatives may be developed, as a result of further analysis by the Team and discussion with other agencies. In particular, discussions with the U.S. Army Corps of Engineers regarding permits for filling wetlands may require changes in the configuration of these alternatives. Refer to Appendix C for maps of these alternatives.

Trails Alternatives

The multi-use trail system described previously was advanced past Level 2 screening and will be studied in detail as a part of any alternative (except the No-Action alternative) in the *DEIS*.

4.0 PART III - NEXT STEPS: BEYOND THE SCREENING PROCESS

During the screening process the MVC EIS Team identified alternatives with specific geography, mode, and facility type. The exact corridor width will be revised during the next part of the project as the alternatives are developed further and refined.

In addition, the Team will study the associated impacts to the natural and built environment in much more detail. The MVC EIS Team will examine and assess additional key components of transit and roadways including the following items:

1. Transit
    - Transit station locations
    - Park & Ride lot locations
    - Minor changes to alignments to minimize impacts
    - Traffic impact to roadway facilities in which transit would be built
2. Roadways
    - Interchange and intersection locations
    - Number of lanes on roadway
    - Depressed or elevated facility

- Roadway lane function (i.e., general purpose or HOV)
- Minor changes to alignments to minimize impacts
- Traffic impact to other roadway facilities

3. Trails

- Details of adjacent trail
- Potential connection points with other existing or planned trails
- Environmental factors

4.1 Overall Approach: Subsequent Modeling and Key Modeling Assumptions

Microsimulation modeling is the main resource used post-screening to determine the exact cross-section of the roadway alternatives. The input used for these models comes from the regional travel model.

The MVC EIS Team will use an approach similar to the approach used for Level 2 screening for roadways in order to evaluate alternatives in the complex circumstances presented by this project.

The post-screening conceptual alternatives analysis will be organized into four distinct categories:

1. Highway alternatives in Utah County
2. Highway alternatives in Salt Lake County
3. Transit alternatives in Utah County
4. Transit alternatives in Salt Lake County

Within each category, the MVC EIS Team will analyze all of the alternatives based on the same set of assumptions. For example, all of the highway alternatives in Salt Lake County will be analyzed using the same set of assumptions regarding (1) land use, (2) transit improvements, and (3) highway improvements to be made in Utah County. This approach allows for a consistent comparison of alternatives on each category. These assumptions are presented in Table 4-1.

Table 4-1: ***Regional Modeling Assumptions***

Roadway Alternative	Roadway network used from other county	Transit network background	Demographic (land use) background
All Salt Lake County alternatives	Southern Freeway with 2100 North Alternative	Growth Choices	Growth Choices
All Utah County alternatives	5800 West Freeway Alternative	Growth Choices	Growth Choices

The MVC EIS Team will conduct additional sensitivity analyses on an as-needed basis to evaluate relationships (if any) among alternatives in different categories. For example, sensitivity analysis could be conducted to assess the effect of different transit options on different highway options or vice-versa.

4.1.1 "No-Action" Alternative

For purposes of all alternative analyses, the No-Action alternative will consist of the improvements contained in WFRC's and MAG's currently adopted long-range plans, *except* for (1) the Western Transportation Corridor contained in the WFRC's long range plan, which closely corresponds to Build alternatives being considered in the Salt Lake County portion of the study area, and (2) the North Valley Connectors contained in MAG's long-range plan, which closely correspond to the Build alternatives being considered in the Utah County portion of the Study Area.

The No-Action alternative will assume currently adopted land use, rather than the Growth Choices land use that will be incorporated into each of the Build alternatives. This assumption was made because there is no indication that land use policies will change without a corresponding commitment to pursue complementary highway and transit improvements.

4.1.2 Subsequent Determination of Environmental Impacts and Costs

The MVC EIS Team will present the environmental impact data, and costs for each alternative separately for each of the four categories of alternatives. For example, the document will present the impact and cost data for the Salt Lake County highway alternatives separately from the data for the Utah County highway alternatives. This approach will facilitate comparison of the impacts and costs for the alternatives within each category. The Team will use consistent units of measurement so that total impacts and costs – e.g., for Salt Lake and Utah County highway improvements together – can be readily calculated.

4.1.3 Sequencing of Alternatives

Sequencing of alternatives generally refers to the order in which transportation components are constructed. For example, constructing transit before highway is

considered a specific way to sequence transportation improvements. The MVC EIS Team will include a discussion of sequencing in the *DEIS* to provide information to local officials and transportation planners. The sequencing analysis will look at factors that may affect implementation timing of alternatives. Factors to be considered include funding constraints and policy issues for both UDOT and UTA.

The sequencing analysis may also consider a range of scenarios involving different implementation sequences for alternatives in the four decision making categories which are listed in the following section. For example, this analysis will address the possibility of postponing construction of any new roadway in the corridor until after a new high capacity transit system has been completed, as suggested by some stakeholders. The Team will determine the scope of the sequencing analysis in consultation with resource agencies.

4.1.4 Decision-Making Responsibilities

The FHWA, FTA, UDOT, UTA, WFRC, and MAG will jointly review the alternatives in all four categories, and will seek to identify a preferred alternative within each category that is acceptable to all project sponsors. However, the final responsibility for selecting a preferred alternative within each category is as follows:

- Highway alternative in Utah County: FHWA, UDOT, with MAG
- Highway alternative in Salt Lake County: FHWA, UDOT, with WFRC
- Transit alternative in Utah County: FTA, UTA, with MAG
- Transit alternative in Salt Lake County: FTA, UTA, with WFRC

4.2 Conclusion

The MVC EIS Team and project partners welcome public comment regarding this memorandum and other aspects of the MVC study process. There are a number of resources available the public can use for this purpose:

1. Visit the MVC web site at www.udot.utah.gov/mountainview.
2. Email the project Team at mountainview@utah.gov.
3. Leave a comment on our toll-free comment line at 1-800-596-2556.
4. Send comments to: Mountain View Corridor EIS, c/o Parsons Brinckerhoff, 488 East Winchester, Suite 400, Murray, UT 84107.

The *DEIS* is expected to be released for public comment in Fall 2005.

List of Acronyms

Acronym	Reference
ATK	ATK - Thiokol (formerly Alliant Tech)
BRT	Bus Rapid Transit
COE	U.S. Corps of Engineers
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
MAG	Mountainland Association of Governments
MPO	Metropolitan Planning Organization
MVC	Mountain View Corridor
MVC EIS Team	Mountain View Corridor Environmental Impact Statement Team
NEPA	National Environmental Protection Act
NVCS	North Valley Connectors Study
P&N	Purpose and Need
POD	Pedestrian Oriented Development
ROW	Right of Way
STIP	Statewide Transportation Improvement Plan
TDM	Travel Demand Management
TOD	Transit Oriented Development
UDOT	Utah Department of Transportation
USFWS	U.S. Fish and Wildlife Service
UTA	Utah Transit Authority
WFRC	Wasatch Front Regional Council
WTC	Western Transportation Corridor Study
WVC	West Valley City

Appendix A

Level 1 Qualitative Screening – List of Suggested Actions and Alternatives

Mountain View Corridor EIS
UDOT Project No. *SP-0067(3)0
Level 1 Qualitative Screening Table
7/17/04

List of Suggested Actions & Alternatives - Primary Source: Scoping Comments

Item #	County	Description		Suggested Action/Alternative Comments gathered during the scoping period from April 15, 2003 - Sept. 15, 2003	Database Comment Number	Screening Analysis/Details Legend- DNW: Demand not Warranted; NSC: Does not Provide Sufficient Capacity; LRTP: Separate project within Long Range Transportation Plan; TIP: Technically or Impact Prohibitive; NSP: Does not Support Local Planning Policies; PAMC: Potential Alternative Major Component; PASD: Potential Alternative Secondary Details	Level II (Y/N)	Notes
		Mode	Location					
1	Utah	Roadway	Alpine Highway	Widen Alpine Highway to 4 lanes and extend across the Point of the Mountain to Draper.	79, 217	DNW	N	
2	Utah	Roadway	I-15/Frontage Rd.	Frontage road system on east and west side of I-15.	41, 317	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
3	Utah	Roadway	East Side/Turn Ln.	Hwy. 146, Ist East, and Canyon Road in Pleasant Gr. Need turn lane.	234	DNW	N	
4	Utah	Roadway	Alpine Interchange	Increase capacity on Alpine Interchange.	79	TIP; 4(f) golf course at Thanksgiving Point prevents tie-in from the west	N	
5	Utah	Roadway	I-15 Mainline	Re-align I-15 at Point of the Mountain to reduce grade.	73	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
6	Utah	Roadway	I-15 Mainline	Fix problems on I-15 from 106th S. to Point of the Mountain.	206	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
7	Utah	Roadway	I-15 Mainline	Reduce congestion on I-15 from Point of the Mountain to Orem.	215	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
8	Utah	Roadway	I-15 Mainline	Widen I-15:106th to Spanish Fork. Add HOV lane,lower the speed limit.	125, 168, 241	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
9	Utah	Roadway	I-15 Mainline	Add Diamond lanes through Utah Valley.	319	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
10	Utah	Roadway	Provo Canyon	Need two lanes of traffic through mouth of Provo Canyon.	212	DNW	N	
11	Utah	Roadway	I-15 Mainline	Place concrete barriers on I-15 median through Utah County.	213	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
12	Utah	Roadway	I-15 Mainline	Widen I-15 to Payson.	187, 192, 198, 216, 222, 242	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
13	Utah	Roadway	East Side	Build Belt Route around northeast Utah County.	44, 123, 148	DNW	N	
14	Utah	Roadway	East Side	Build new freeway on the east side of Provo to the Alpine area and over the mountain to Draper, joining I-215 at approximately 6200 S. This new freeway could also branch off in Highland to the west and connect with I-15.	244	DNW	N	
15	Utah	Roadway	I-15 Interchanges	build new interchanges at exit 279 & 281.	318	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
16	Utah	Roadway	West Utah Lk/Nephi	Extend Bangerter south and to the west of Utah Lake to Nephi.	212, 275	DNW, north-south travel demand drops significantly on the west side of Utah Lake	N	
17	Utah	Roadway	West Utah Lk/I-15	New north/south freeway should run on west side of Utah Lake and connect to Redwood Road. Reconnect to I-15 south of Utah Lake.	42, 125, 242	DNW, north-south travel demand drops significantly on the west side of Utah Lake	N	
18	Utah	Roadway	So. Utah Lk.	Build new freeway west of all cities, down to the end of Utah Lake. This freeway should be built on the east of the Oquirrhs, through Cedar Valley.	244	DNW, the study area was defined based on 2030 population and travel demand projections; TIP based on topography and environment	N	
19	Utah	Roadway	Utah County	Extend new corridor south through Utah County.	73, 195, 197	DNW, north-south travel demand drops significantly on the west side of Utah Lake	N	
20	Utah	undefined	Tooele	Build new corridor to Tooele	73	DNW	N	
21	Utah	Commuter Rail/TRAX	Lindon	Transit station along tracks at 700 W. and 500 N. in Lindon.	166	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
22	Utah	Commuter Rail	PL& AF	Put Commuter Rail along trails through Pleasant Grove and Am. Fk.	45, 166	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
23	Utah	Commuter Rail	Wasatch Fr.	Build Commuter Rail from Payson to Brigham City.	44, 211	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
24	Utah	Commuter Rail	SL Co. & Ut. Co.	Build Commuter Rail from SLC/UU to Provo/BYU	157	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
25	Utah	Commuter Rail	Any	Make Commuter Rail easily accessible.	80	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
26	Utah	Commuter Rail	UP line	Build Commuter Rail on existing UP line with stops at 1000 S. and 2100 N.	74, 161, 183	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
27	Utah	Commuter Rail	Any	Build Commuter Rail.	41, 46, 85, 87, 89, 123, 131, 148, 191, 192, 195, 203, 213, 242, 251, 270, 318, 319	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
28	Utah	Commuter Rail	6400 N.	Put Commuter Rail at 6400 N. next to TSSD facility.	43	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
29	Utah	buses	PG	Need more bus service through Pleasant Grove between future rail lines.	44, 45, 166, 207	NSC, LRTP	N	
30	Utah	Rail line	SLAirport	Build rail line to the SLC Airport.	183	DNW, LRTP	N	
31	Utah	Light Rail	Wasatch Fr.	Build light rail from Payson to Ogden.	234	DNW, LRTP	N	
32	Salt Lake	TRAX	WJ	Build TRAX through West Jordan.	105, 162	LRTP, see Mid-Jordan DEIS	N	

Mountain View Corridor EIS
UDOT Project No. *SP-0067(3)0

Level 1 Qualitative Screening Table
7/17/2004

List of Suggested Actions & Alternatives - Primary Source: EIS Team Introduced

Item #	County	Description		Suggested Action/Alternative	Screening Analysis/Details Legend- DNW: Demand not Warranted; NSC: Does not Provide Sufficient Capacity; LRTP: Separate project within Long Range Transportation Plan; TIP: Technically or Impact Prohibitive; NSP: Does not Support Local Planning Policies; PAMC: Potential Alternative Major Component; PASD: Potential Alternative Secondary Details	Level II (Y/N)	Notes
		Mode	Location				
296	Salt Lake	Roadway	7200 West	7200 West Alternative from 4800 South to I-80	PAMC	Y	
297	Salt Lake	Roadway	6400 West	6400 West Alternative from approx 7800 South to 4800 South	PAMC	Y	
298	Salt Lake	Roadway	5800 West	5800 West Alternative from approx 7800 South to 4800 South	TIP; fatal flaw 4(f) golf course in WVC	N	
299	Utah	Roadway	Varies	Conceptual Alternative #1	PAMC	Y	
300	Utah	Roadway	Varies	Conceptual Alternative #2	PAMC	Y	
301	Utah	Roadway	Varies	Conceptual Alternative #3	PAMC	Y	
302	Utah	Roadway	Varies	Conceptual Alternative #4	PAMC	Y	
303	Utah	Roadway	Varies	Conceptual Alternative #5	PAMC	Y	
304	Utah	Roadway	Varies	Conceptual Alternative #6	PAMC	Y	
305	Salt Lake/Utah	Roadway/ Transit	Varies	TDM/TSM Only	NSC	N	
306	Salt Lake/Utah	Roadway/Transit	Varies	Envision Utah Trend Scenario Nov 2003	EPS (dropped by cities during Growth Choices Process)	N	
307	Salt Lake/Utah	Roadway/ Transit	Varies	Envision Utah Compact Scenario Nov 2003	EPS (dropped by cities during Growth Choices Process)	**N**	Land use not supported by cities; eliminated by Growth Choices Stakeholder Committee
308	Salt Lake/Utah	Roadway/ Transit	Varies	Envision Utah Expansive Scenario Nov 2003	EPS (dropped by cities during Growth Choices Process)	**N**	Land use not supported by cities; eliminated by Growth Choices Stakeholder Committee
309	Salt Lake/Utah	Roadway	Varies	Envision Utah "Vision" Scenario Feb/Mar 2004	PAMC	**Y**	
310	Salt Lake/Utah	Roadway	Varies	Arterial widening	NSC	**N**	
311	Salt Lake/Utah	Roadway/Transit	Varies	TSM/TDM plus transit, plus arterial widening	NSC	**N**	
312	Salt Lake/Utah	Roadway	Varies	Managed Lanes/HOV/HOT	PASD	**Y**	
313	Salt Lake/Utah	N/A	Varies	Land use alternative only (revise land use changes without any additional roadway or transit investments)	NSC; does not meet NSC because it is incompatible with all municipalities land use and transportation plans and is not implementable	**N**	
314	Salt Lake/Utah	Roadway	Varies	Intelligent Transportation Systems (ITS)	PASD; will be considered for any or all build alternative(s)		

List of Suggested Actions & Alternatives - Primary Source: Previous Studies

Item #	County	Description		Suggested Action/Alternative	Source	Screening Analysis/Details Legend- DNW: Demand not Warranted; NSC: Does not Provide Sufficient Capacity; LRTP: Separate project within Long Range Transportation Plan; TIP: Technically or Impact Prohibitive; NSP: Does not Support Local Planning Policies; PAMC: Potential Alternative Major Component; PASD: Potential Alternative Secondary Details	Level II (Y/N)	Notes
		Mode	Location					
242	Utah	Roadway		One 7-lane east/west arterial north of Lehi.	NVCS page 2-4	TIP; Does not address east-west capacity needs in entire study area	N	
243	Utah	Roadway		One 7-lane east/west arterial south of Lehi.	NVCS page 2-4	TIP; Does not address east-west capacity needs in entire study area	N	
244	Utah	Roadway		One 7-lane east/west arterial between 1500 S. and Main St. in Lehi.	NVCS page 2-4	TIP; Does not address east-west capacity needs in entire study area	N	
245	Utah	Roadway		One 7-lane east/west arterials in two of the NVCS Corridors	NVCS page 2-4	TIP; Does not address east-west capacity needs in entire study area	N	
246	Utah	Roadway		One 7-lane east/west arterials in each of the three NVCS Corridors	NVCS page 2-5	PAMC; Would provide capacity "Overkill" in the study area	Y	
247	Utah	Roadway		5-lane east/west arterial north of Lehi. (5 options listed below)	NVCS page 2-6	N/A (See Below)	N	
248	Utah	Roadway		N-1: Connect to I-15 at or near No. Lehi Interchange, follows along Jordan River, new crossing at approximately 900 N., connects to SR-73 just west of Jordan River in Lehi.	NVCS page 2-6 and Figure 2-16	TIP; Substantial wetland and Jordan River impacts	N	
249	Utah	Roadway		N-2: Connect to I-15 at No. Lehi Interchange, west on 2100 N., south on 2300 W., west on 1500 N. and over existing bridge on Jordan River, eventually curving south/west and connecting with SR-73 at 11800 West; west of Redwood Rd.	NVCS page 2-6 and Figure 2-16	Preliminary NCVS screening resulted in "a wide corridor area between N2 and N3 in which detailed alignments would be eveloped and analyzed." Combined with N-2 into Items 274, and 275 below.	N	
250	Utah	Roadway		N-3: Connect to I-15 at No. Lehi Interchange, west on 2100 N., over new bridge on Jordan River, eventually curving south/west and connecting with SR-73 at 11800 W.; west of Redwood Rd.	NVCS page 2-6 and Figure 2-16	Preliminary NCVS screening resulted in "a wide corridor area between N2 and N3 in which detailed alignments would be eveloped and analyzed." Combined with N-3 into Items 274, and 275 below.	N	
251	Utah	Roadway		N-4: Connect to I-15 at No. Lehi Interchange, west on 2100 N. and 2600 N.; end at Redwood Road.	NVCS page 2-6 and Figure 2-16	TIP; Results in more "out-of direction" travel from study area,	N	
252	Utah	Roadway		N-5: Follows old abandoned railroad spur and connects to SR-73 at 11800 West in Saratoga Springs.	NVCS page 2-6 and Figure 2-16	TIP; impacts large mixed-use development and excess amount of farm land	N	
253	Utah	Roadway		5-lane east/west arterial between 1500 S. and Main St. in Lehi. (3 options listed below).	NVCS page 2-6	N/A (See Below)	N	
254	Utah	Roadway		C-1: Connect to I-15 at American Fork Main St. Interchange, follows 1100 S. in Lehi. West end connection at SR-73 just east of Jordan River, or west of Redwood Road at 11800 W.	NVCS page 2-6, and Figure 2-16	Preliminary NVCS screening resluted in "a wide corridor area between C1 and C2 in which detailed alignments would be eveloped and analyzed." Combined with C-2 into 276 through 281 below.	N	
255	Utah	Roadway		C-2: Connect to I-15 at American Fork Main St. Interchange, follows 700 S. in Lehi. West end connection at SR 73 just east of Jordan River, or west of Redwood Road at 11800 W.	NVCS 2-6 and Figure 2-16	Preliminary NVCS screening resluted in "a wide corridor area between C1 and C2 in which detailed alignments would be eveloped and analyzed." Combined with C-2 into 276 through 281 below.	N	
256	Utah	Roadway		C-3: Connects to I-15 at Lehi Main Street Interchange and includes a one-way couplet through downtown Lehi from about 500 West to 700 East. West end connection at SR-73 just east of Jordan River, or west of Redwood Road at 11800 W.	NVCS page 2-6 and Figure 2-16	TIP; Significant impacts to historical areas.	N	
257	Utah	Roadway		5-lane east/west arterial south of Lehi. (5 options listed below)	NVCS page 2-7	N/A (See Below)	N	
258	Utah	Roadway		S-1: Connect to I-15 at American Fork 500 East Interchange or the new Pleasant Grove/Lindon Interchange. Follow 7200 N. (county) Connect to Pony Express Parkway on west end which goes out to Eagle Mountain.	NVCS 2-7 and Figure 2-16	TIP; Substantial Wetland and Wildlife impacts	N	
259	Utah	Roadway		S1-E1: Connect to S-1 and follows sewer outfall line until 6400 North (county) then east to intersect I-15 at new PG/Lindon Interchange.	NVCS page 2-7 and Figure 2-16	TIP; Substantial Wetland and Wildlife impacts	N	
260	Utah	Roadway		S1-E2: Connect to S-1 and follows sewer outfall line until 6800 North (county) then east to power corridor. Along power corridor until 6400 North (county) intersect I-15 at new PG/Lindon Interchange.	NVCS page 2-7 and Figure 2-16	TIP; Would cause "dramatic affects" to American Fork's South side general plan, AF 500 North IC couldn't handle increase traffic load.	N	
261	Utah	Roadway		S1-E3: Connect to S-1 and follows 7200 North (county) to power corridor. Along power corridor until 6800 North (county) intersect I-15 at AF 500 East Interchange.	NVCS page 2-7 and Figure 2-16	TIP; Would cause "dramatic affects" to American Fork's South side general plan, AF 500 North IC couldn't handle increase traffic load.	N	
262	Utah	Roadway		S1-W1: Connect to S-1 and follows 7200 North (county) West to western edge of study area.	NVCS page 2-7 and Figure 2-16	"the result of this preliminary screening led to… a wide corridor area between S2 and S3 in which detailed alignments … developed and analyzed". Combined with S-2, S2-E2, S-3, S3-E1, S3-W1 into items 282 through 286 below.	N	

List of Suggested Actions & Alternatives - Primary Source: Previous Studies

Item #	County	Description		Suggested Action/Alternative	Source	Screening Analysis/Details Legend- DNW: Demand not Warranted; NSC: Does not Provide Sufficient Capacity; LRTP: Separate project within Long Range Transportation Plan; TIP: Technically or Impact Prohibitive; NSP: Does not Support Local Planning Policies; PAMC: Potential Alternative Major Component; PASD: Potential Alternative Secondary Details	Level II (Y/N)	Notes
		Mode	Location					
263	Utah	Roadway		S-2: Connect to I-15 at American Fork 500 East Interchange or the new Pleasant Grove/Lindon Interchange. Follows 1900 S. (7350 N. county) Connect to Pony Express Parkway on west end which goes out to Eagle Mountain.	NVCS page 2-7 and Figure 2-16	"the result of this preliminary screening led to… a wide corridor area between S2 and S3 in which detailed alignments … developed and analyzed". Combined with S-2, S2-E2, S-3, S3-E1, S3-W1 into items 282 through 286 below.	N	
264	Utah	Roadway		S2-E1: Connects to S-2 at Center Street (Lehi), follows sewer outfall line until S1-E1, then follows S1-E1 to new PG/Lindon I-15 interchange.	NVCS page 2-7 and Figure 2-16	TIP; Substantial Wetland and Wildlife impacts	N	
265	Utah	Roadway		S2-E2: Connects to S-2 at Center Street (Lehi), follows 7350 North (county) until S1-E3, then follows S1-E3 to AF 500 East I-15 interchange.	NVCS page 2-7 and Figure 2-16	"the result of this preliminary screening led to… a wide corridor area between S2 and S3 in which detailed alignments … developed and analyzed". Combined with S-2, S2-E2, S-3, S3-E1, S3-W1 into items 282 through 286 below.	N	
266	Utah	Roadway		S2-W1: Connects to S-2 at 2300 West (Lehi), follows 7350 North (county) west to western edge of study area.	NVCS page 2-7 and Figure 2-16	TIP; Large farmland impacts	N	
267	Utah	Roadway		S-3: Connect to I-15 at American Fork 500 East Interchange or the new Pleasant Grove/Lindon Interchange. Follows 1700 S. (7600 N. county) Connect to Pony Express Parkway on west end which goes out to Eagle Mountain.	NVCS page 2-7 and Figure 2-16	"the result of this preliminary screening led to… a wide corridor area between S2 and S3 in which detailed alignments … developed and analyzed". Combined with S-2, S2-E2, S-3, S3-E1, S3-W1 into items 282 through 286 below.	N	
268	Utah	Roadway		S3-E1: conect to S-3 at power corridor. Follow power corridor until connect with S1-E3. Follow S1-E3 to AF 500 North I-15 interchange.	NVCS page 2-7 and Figure 2-16	"the result of this preliminary screening led to… a wide corridor area between S2 and S3 in which detailed alignments … developed and analyzed". Combined with S-2, S2-E2, S-3, S3-E1, S3-W1 into items 282 through 286 below.	N	
269	Utah	Roadway		S3-W1: conect to S-3 at 2300 West and follow 7550 North (county) West to western edge of study area.	NVCS page 2-7 and Figure 2-16	"the result of this preliminary screening led to… a wide corridor area between S2 and S3 in which detailed alignments … developed and analyzed". Combined with S-2, S2-E2, S-3, S3-E1, S3-W1 into items 282 through 286 below.	N	
270	Utah	Roadway		S-4: Connect to I-15 at American Fork 500 East Interchange or the new Pleasant Grove/Lindon Interchange. Follows 1500 S. (7750 N. county). Connect to Pony Express Parkway on west end which goes out to Eagle Mountain.	NVCS page 2-7 and Figure 2-16	TIP; Too close to cental corridor, inadequacy of AF Main Street I-15 Interchange.	N	
271	Utah	Roadway		S4-E1: Connect to S-4 at power corridor. Follow power corridor until S3-E1, and S1-E3. Follow S1-E3 to Connect to I-15 at American Fork 500 East Interchange.	NVCS page 2-7 and Figure 2-16	TIP; Too close to cental corridor, inadequacy of AF Main Street I-15 Interchange.	N	
272	Utah	Roadway		S4-E2: Connect to S-4 at power corridor. Follow 1500 South (Lehi) until 7800 West (county) curve northeast until 8000 North (county) follow 8000 North (county) to AF Main Street I-15 Interchange.	NVCS page 2-7 and Figure 2-16	TIP; Too close to cental corridor, inadequacy of AF Main Street I-15 Interchange.	N	
273	Utah	Roadway		S-5: Connect to I-15 at American Fork 500 East Interchange or the new Pleasant Grove/Lindon Interchange. Construct a causeway across Utah Lake. Connect to Pony Express Parkway on west end which goes out to Eagle Mountain.	NVCS page2-7 and Figure 2-16	TIP; Severe environmental impacts to Utah Lake	N	
274	Utah	Roadway		North Corridor 11800 West-East Option	NVCS page 2-9 and Figure 2-19	Progressed to Item 287 below	N	
275	Utah	Roadway		North Corridor 11800 West-West Option	NVCS page 2-9 and Figure 2-19	TIP; More expensive than item 274, doesn't fit with Saratoga Springs master plan	N	
276	Utah	Roadway		Central Corridor North Power Line Option	NVCS page 2-9 and Figure 2-19	TIP; Does not function as well as Item 281 below from a transportation cost and system standpoint	N	
277	Utah	Roadway		Central Corridor South Power Line Option	NVCS page 2-9 and Figure 2-19	TIP; Does not function as well as Item 281 below from a transportation cost and system standpoint	N	
278	Utah	Roadway		Central Corridor North Power Line/700 South Option	NVCS page 2-9 and Figure 2-19	TIP; Does not function as well as Item 281 below from a transportation cost and system standpoint	N	
279	Utah	Roadway		Central Corridor South Power Line/700 South Option	NVCS page 2-9 and Figure 2-19	TIP; Does not function as well as Item 281 below from a transportation cost and system standpoint	N	
280	Utah	Roadway		Central Corridor 1000 South Option	NVCS page 2-9 and Figure 2-19	TIP; Does not function as well as Item 281 below from a transportation cost and system standpoint	N	
281	Utah	Roadway		Central Corridor 1000 South - River Option	NVCS page 2-9 and Figure 2-19	Progressed to item 288 below	N	
282	Utah	Roadway		South Corridor North Power Line Option	NVCS page 2-10 and Figure 2-19	TIP; Greater socio-economic impacts, doesn't fit with cities master plans.	N	
283	Utah	Roadway		South Corridor South Power Line Option	NVCS page 2-10 and Figure 2-19	TIP; Greater socio-economic impacts, doesn't fit with cities master plans.	N	
284	Utah	Roadway		South Corridor recommended: Modified Sewer Outfall Line Option	NVCS 2-10, 2-16, 4-2 and Figures 2-19, 2-21, 4-3A - 4-3F	PAMC	Y	
285	Utah	Roadway		South Corridor 7600 North Option	NVCS page 2-10 and Figure 2-19	TIP; Greater socio-economic impacts, doesn't fit with cities master plans.	N	
286	Utah	Roadway		South Corridor 7200 North Option	NVCS page 2-10 and Figure 2-19	TIP; Greater socio-economic impacts, doesn't fit with cities master plans.	N	

List of Suggested Actions & Alternatives - Primary Source: Previous Studies

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		Mode	Location					
287	Utah	Roadway		North Corridor recommmended: 11800 West-East Option with alignment modifide to run along 11600 West.	NVCS 2-17, 4-1 and Figures 2-21, 4-1A - 4-1C	PAMC	Y	
288	Utah	Roadway		Central Corridor recommended: 1000 South Option	NVCS 2-17, 4-1, 4-2 and Figures 2-21, 4-2A - 4-2D	PAMC	Y	
289	Utah	Roadway		Central Corridor recommended/preferred: 1000 South - River Option with modified terminus.	NVCS 2-17, 4-1, 4-2 and Figures 2-21, 4-2A - 4-2D	PAMC	Y	
290	Salt Lake	Roadway		Connect new freeway in SL County to travel along Redwood Road into Utah County.	WTC 2-4 and Figure 2-2	PAMC	Y	
291	Salt Lake	Roadway		Widen Bangerter Highway, replace at-grade signals with grade-separated interchanges, and include rail transit.	WTC 2-9 and Figures 2-1, 2-3	TIP; Too far east to meet future travel demand, high number of relocations, not compatable with existing master plans.	N	Still valid elimination; also see accompanying Tech Memo
292	Salt Lake	Roadway		4800 West freeway option	WTC 2-10 and Figures 2-1, 2-3	TIP; Negative impacts to existing travel patterns, high residental impacts, not compatable with existing master plans, difficult to preserve or aquire corridor ROW.	N	Still valid elimination
293	Salt Lake	Roadway		5600-5800 West freeway option (WTC recommended)	WTC 2-11 and Figures 2-1, 2-3	PAMC	Y	
294	Salt Lake	Roadway		6400/6800/7200 West freeway option	WTC 2-12 and Figures 2-1, 2-3	PAMC	Y	
295	Salt Lake	Roadway		8400 W. U-111 freeway option	WTC 2-14 and Figures 2-1, 2-3	TIP; Too far West to meet future travel needs, high socio impacts, difficult to preserve or aquire corridor ROW.	N	Still valid elimination; also see accompanying Tech Memo

List of Suggested Actions & Alternatives - Primary Source: Scoping Comments

Item #	County	Description		Suggested Action/Alternative Comments gathered during the scoping period from April 15, 2003 - Sept. 15, 2003	Database Comment Number	Screening Analysis/Details Legend- DNW: Demand not Warranted; NSC: Does not Provide Sufficient Capacity; LRTP: Separate project within Long Range Transportation Plan; TIP: Technically or Impact Prohibitive; NSP: Does not Support Local Planning Policies; PAMC: Potential Alternative Major Component; PASD: Potential Alternative Secondary Details	Level II (Y/N)	Notes
		Mode	Location					
33	Salt Lake	Light Rail	Provo	Add light rail service to Provo.	169, 178, 260, 304, 313	DNW	N	
34	Salt Lake	Light Rail	Magna	Add light rail service to Kearns and Magna areas.	55	TIP	N	
35	Salt Lake	Light Rail	All	Use 2030 planned route for light rail.	57	LRTP	N	
36	Salt Lake	Light Rail	East side Wasatch Fr.	Build light rail from the west to Downtown/ east side.	47, 240	NSC, LRTP, east-west transit is addressed in regional Long Range Plan	N	
37	Salt Lake	Light Rail	SL Airport	Build light rail from SL Airport to Canyon areas and West Valley City.	238	TIP	N	
38	Salt Lake	Light Rail	West Side	Build light rail loop on west side.	98	TIP	N	
39	Salt Lake	TRAX	No. Temple	Add TRAX line down North Temple to the Airport.	250, 310	DNW, LRTP	N	
40	Salt Lake	E/W/Light Rail	not specified	Build east/west light rail line to connect to commuter rail.	180, 189, 227, 235, 256, 314	LRTP	N	
41	Salt Lake	Commuter Rail	Wasatch Fr.	Build Communter rail from Payson to Ogden.	219, 280, 306	DNW, NSC, LRTP	N	
42	Salt Lake	Commuter Rail	Wasatch Fr.	Build Commuter Rail from Utah Valley to Metro Salt Lake and connect to east/west TRAX lines.	235, 384	DNW, NSC, LRTP	N	
43	Salt Lake	Commuter Rail	Any	Build commuter rail with bus boulevards connected.	65	DNW, NSC, LRTP	N	
44	Salt Lake	Commuter Rail	Any	Build commuter rail.	84, 94, 103, 117, 170, 257	DNW, NSC, LRTP	N	
45	Salt Lake	HUB	WVC	Build transportation hub in West Valley (at Valley Fair Mall).	289	DNW, NSC, LRTP	N	
46	Salt Lake	HUB	Any	Build transportation center to connect public transportation.	237, 384	LRTP	N	
47	Salt Lake	Light Rail	Wasatch Fr.	TRAX from Brigham City to Spanish Fork.	310	DNW, NSC	N	
48	Salt Lake	Light Rail	Wasatch Fr.	TRAX from Logan to Orem.	223	DNW, NSC	N	
49	Salt Lake	Roadway	West of U-111	Add new road west of U 111.	115	DNW	N	
50	Salt Lake	Roadway	Rose Canyon	Build a road through Rose Canyon to connect to Utah County.	250	DNW	N	
51	Salt Lake	road	Davis County	Build road through Davis Lake using Wasatch Pile.	309	DNW	N	
52	Salt Lake	freeway	Davis County	Build a new freeway in Davis County.	167	DNW, Legacy Parkway	N	
53	Salt Lake	ROW	Ogden to Nephi	Define a strip of land from Ogden to Nephi on the west side for future freeway.	163	LRTP; MVC EIS addresses western Salt Lake County-northwest Utah County portion	N	
54	Salt Lake	Freeway	So. Utah Lk.	Extend new freeway past Utah Lake and connect to I-15 to the south.	136	DNW, see TM-06 for further details	N	
55a	Salt Lake	freeway	SLC Airport to Thanksgiving Pt	New freeway should run from SLC Airport to Thanksgiving Point…	160	PAMC	Y	
55b	Salt Lake	freeway	W/S Utah Lake	…then split and go on the west side of Utah Lake, reconnecting with I-15 at Santaquin or Genola.	160	DNW, see TM-06 for further details	N	
56	Salt Lake	road	East Utah County	Build alternative north/south route across Point of the Mountain.	64	PAMC	Y	
57	Salt Lake	widen	I-15	Widen I-15 from Bangerter interchange to at least 1200 S. in Orem, increase speed to 75 mph.	160	LRTP, to be addressed in I-15 Salt Lake County to Santaquin EIS	N	
58	Salt Lake	Interchange	11400 S.	Build interchange at 11400 S. on I-15.	64, 250	DNW, LRTP	N	
59	Salt Lake	Interchange	130/132nd S.	Build interchange at 130th or 132nd S.	250	DNW, too close to existing interchange	N	
60	Utah	Widen	Lehi	Widen 850 E. in Lehi between Main and 700S. To 4-lanes.	266	NSC, these are local streets	N	
61	Utah	Boulevard	Lehi	Build Boulevard through west Lehi.	44	PAMC	Y	
62	Utah	New Belt Route	NW Ut. Co.	Build Belt Route around northwest Utah County.	79, 148	PAMC	Y	
63	Utah	New Belt Route	UT & SL Co.	Full belt route around SLC and Utah Valley.	216	PAMC	Y	
64	Utah	N/S Highway	E. Mt.	Build primary north/south highway west of Camp Williams through Eagle Mountain by Jake Garn Airport.	184	DNW	N	
65	Utah	SW Utah Lk/Frwy	I-215	Extend I-215 south to west of Utah Lake to Nephi.	212	DNW	N	
66	Utah	I-15 re-route	West Lk	Re-route I-15 to west side of Lake Mountains, connecting Lehi and Nephi.	213	DNW	N	
67	Utah	Boat Lauch Access	AF	Provide access to American Fork boat launch for those east of S. Springs.	197	NSC	N	

List of Suggested Actions & Alternatives - Primary Source: Scoping Comments

Item #	County	Description		Suggested Action/Alternative Comments gathered during the scoping period from April 15, 2003 - Sept. 15, 2003	Database Comment Number	Screening Analysis/Details Legend- DNW: Demand not Warranted; NSC: Does not Provide Sufficient Capacity; LRTP: Separate project within Long Range Transportation Plan; TIP: Technically or Impact Prohibitive; NSP: Does not Support Local Planning Policies; PAMC: Potential Alternative Major Component; PASD: Potential Alternative Secondary Details	Level II (Y/N)	Notes
		Mode	Location					
68	Utah	Improve	SS Foothill Blvd.	Increase capacity and speed limit of Foothill Blvd. in Saratoga Springs.	73, 206	NSC, this is a local road	N	
69	Utah	Taxis	Any	More taxi service.	301	NSC	N	
70	Utah	Rail line	I-15	Build rail line along I-15.	73	NSC, LRTP	N	
71	Utah	Train	Any	Build a high-speed train that connects to bus and TRAX system.	125	NSC, LRTP (Commuter Rail)	N	
72	Utah	bus system	No. Ut. Co.	Add bus system connecting Eagle Mountain and Saratoga Springs.	243, 303	LRTP	N	
73	Utah	buses	Any	Alternative fuel buses.	236	NSC	N	
74	Utah	E/W buses	T. Point	Add buses from west to Thanksgiving Point.	196	Considered in LRTP	N	
75	Utah	Light rail	Any	Add light rail.	42, 81, 87, 89, 123, 128, 131, 145, 148, 188, 192, 194, 195, 198, 199, 200, 203, 214, 218, 221, 222, 225, 241, 248, 249, 251, 253, 270, 292, 318, 319	TIP	N	
76	Utah	Light Rail	Ut. Co.	Build light rail extension from 10000 S. to Payson.	208, 247	DNW, NSC, LRTP show LRT to American Fork	N	
77	Utah	E/W Light Rail	Any	Build east/west light rail line to connect to commuter rail.	46, 161	NSC, LRTP, east-west transit is addressed in regional Long Range Plan	N	
78	Utah	Light Rail	Ut. Co.& SL Co.	TRAX from Utah County to Salt Lake City.	42, 157, 168, 178, 183, 187, 191, 196, 204, 209, 216, 217, 220, 236, 267, 271, 272, 303	TIP	N	
79	Wasatch	Rail line	Any	Build a railroad.	224	PAMC	Y	
80	Salt Lake	Light Rail	SR-201	Light rail needs to serve Tooele and Magna along SR-201 and I-80	164	NSC, refer to LRTP for planned LRT lines	N	
81	Salt Lake	BRT	3500 S.	Integrate BRT onto 3500 S.	49, 164	NSC, see 3500 South EIS	N	
82	Salt Lake	N/S/Trains	Any	Build north/south passenger trains.	180	TIP	N	
83	Salt Lake	Transit	Any	Build transit first.	53, 205	PASD, will be considered as part of detailed alternatives after screening	Y	
84	Salt Lake	Improve	3500/6200 S.	Make 3500 S. and 6200 S. east/west corridors.	291	NSC	N	
85	Salt Lake	Extend	11400 S.	Extend 11400 S. to new roadway.	383	NSC	N	
86	Salt Lake	widen	Bingham Hwy	Widen New Bingham Highway into 4 lanes out to U 111.	162	NSC, LRTP	N	
87	Salt Lake	Extend	11400 S.	Extend 11400 S. from I-15 to Bangerter.	64	DNW	N	
88	Salt Lake	E/W connectors	U-111	East/west corridors to connect to U-111..	383	NSC, LRTP	N	
89	Salt Lake	E/W connectors	All freeways	Add east/west spurs to I-215, I-15 and new freeway.	136	NSC, LRTP	N	
90	Salt Lake	E/W	10200 S.	Build through-street from 102nd South to the Old Bingham Highway.	175	NSC	N	
91	Salt Lake	E/W Expressways	various	Build numerous east/west expressways.	49, 105, 116, 177	NSC, LRTP	N	
92	Salt Lake	E/W Freeway	various	Build new east/west freeway.	177, 287	NSC, LRTP	N	
93	Salt Lake	Highway	4100/4700 S.	Make 4100 S. or 4700 S. a major highway.	50	NSC	N	
94	Salt Lake	Light Rail	3500 S.	Build light rail on 3500 S.	54	NSC, see 3500 South EIS	N	
95	Salt Lake	E/W	General	Build east/west routes.	189, 235	NSC, LRTP	N	
96	Utah	Arterial	All	Lower all existing major arterials.	184	TIP, does not improve capacity	N	
97	Utah	Commuter Rail	Any	Build self-propelled Commuter Rail.	74	DNW, NSC, LRTP	N	

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		Mode	Location					
98	Salt Lake	West side Freeway	West Wasatch Fr.	Build submerged, recessed freeway.	140	PAMC	Y	
99	Salt Lake	TRAX	Any	Build TRAX high above ground, or below ground to protect wildlife etc.	223	NSC	N	
100	Utah	Widen	RWR	Widen Redwood Road to four lanes with emergency pullouts.	190, 187, 191, 254, 264, 266, 267, 294	PAMC	Y	
101	Utah	Freeway	RWR	Make Redwood Road into a large freeway.	145	PAMC	Y	
102	Utah	I-15	RWR	Connect Redwood Road to I-15.	258	PAMC	Y	
103	Utah	I-15	RWR	Connect I-15 to Redwood Road south of the Prison.	41	PAMC	Y	
104a	Utah	Expressway	RWR	Make RWR into an Expressway	41	PAMC	Y	
104b	Utah	Expressway	RWR	:that splits and continues south on both sides of Utah Lake.	41	DNW, north-south travel demand drops significantly on the west side of Utah Lake	N	
105	Utah	Improve	Lehi's Main St.	Improve Lehi's Main Street from I-15 to the crossing at Redwood Rd.	168, 249	PAMC	Y	
106	Utah	Improve	SR-68	Improve State highway 68 to accommodate current and future growth.	202, 206, 248, 295	PAMC	Y	
107	Utah	"Legacy"/ highway	West parallel to I-15	Build the "legacy" highway.	220, 226	PAMC	Y	
108	Utah	Improve	RWR	Improve Redwood Road around Utah Lake and Provo.	216	DNW, north-south travel demand drops significantly on the west side of Utah Lake	N	
109	Utah	road	E/W N. Lake	Build new east/west route along the north side of Utah Lake.	184, 190, 264	PAMC	Y	
110	Utah	road	E/W Across Lake	New road from Pleasant Grove to Saratoga Springs, across Utah Lake.	42	TIP, environmentally prohibitive	N	
111	Utah	EW road	PG Interchange	New road from Pleasant Grove interchange to Eagle Mountain.	44, 197	PAMC	Y	
112	Utah	road	E/W General	Need east/west connection from Orem to Cedar Valley.	195	DNW	N	
113	Utah	E/W Arterial	T.Point-RWR	Major artery from Thanksgiving Point to Redwood Rd.	275	PAMC	Y	
114	Utah	E/W Expressway	S. of Lehi	Build expressway around south end of Lehi.	77	PAMC	Y	
115	Utah	E/W Expressway	I-15	Build expressway to and from I-15 to west side developments.	41, 124, 128	PAMC	Y	
116	Utah	E/W road	700 S.	Build 4-lane corridor on 700 S. in Lehi from the Jordan River to American Fork Main St.	266	PAMC	Y	
117	Utah	E/W road	21 N. - I-15	4-lane roads from 21st N. in Lehi and I-15 from Jordan River.	266	PAMC	Y	
118	Utah	N/S Freeway	Any	Build I-15 type of facility.	85, 131, 138, 187, 198, 201, 208, 209	PAMC	Y	
119	Utah	N/S Expressway	W of C. Will.	Build expressway to Eagle Mountain west of Camp Williams.	73, 128	DNW	N	
120	Utah	E/W Highways to I-15	Any	Build two east/west highways to I-15.	145, 241	PAMC	Y	
121	Utah	2 E/W Highways	Any	Two new highways are needed, not one.	216	PAMC	Y	
122	Utah	N/S Freeway	W of J. River	New freeway should be built west of the Jordan River.	123, 242	PAMC	Y	
123	Utah	E/W access	I-15 - S. Sprgs.	Better direct access from I-15 to Saratoga Springs.	193,194, 196, 203, 233, 243, 249, 254, 294, 303	PAMC	Y	
124	Utah	Highways	T. Point - S. Sprgs.	Build a western highway extension behind Thanksgiving Point to Eagle Mountain/Saratoga Springs.	168, 191, 258, 293	PAMC	Y	
125	Utah	Freeway/highway	W of RWR	Freeway should be built on west side of Redwood Road.	45, 166	PAMC	Y	
126	Utah	BRT	RWR	Build BRT along Redwood Road.	73	PAMC	Y	
127	Utah	BRT	Bangerter	Integrate BRT onto Bangerter Highway.	56	LRTP	N	
128	Utah	BRT	Any	Include BRT along new west side freeway.	42	PAMC	Y	
129	Salt Lake	Light Rail	7200 W.	Build light rail along 7200 W. (along with new freeway).	107, 291	TIP	N	
130	Salt Lake	Light Rail	5600 W.	Build light rail on 5600 W.	48, 54	TIP	N	
131	Salt Lake	Light Rail	6400 W.	Light rail, like that on 400 S., should be added to 6400 W.	56	TIP	N	

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		Mode	Location					
132	Salt Lake	Light Rail	Bngtr.	Build light rail along Bangerter.	64	TIP	N	
133	Salt Lake	buses	RWR	Add more buses to Redwood Road.	68	LRTP	N	
134	Salt Lake	BRT	Bngtr.	Integrate BRT onto Bangerter Highway.	56	LRTP	N	
135a	Salt Lake	BRT	6400 & 3500 W.	Integrate BRT onto 6200 W.	50	PAMC	Y	
135b	Salt Lake	BRT	6400 & 3500 W.	Integrate BRT onto 3500 W.	50	DNW	N	
136	Salt Lake	Extend & Improve	5400 S.	Change 5400 S. to a Bus Boulevard extenting west to SR 111.	49	NSC, LRTP	N	
137	Salt Lake	Commuter Rail	U-111	U 111 should include commuter rail corridor using existing rail lines west of Amphitheater.	50	NSC, refer to LRTP for planned transit projects	N	
138	Salt Lake	Expressway & Transit	U-111	Build mass transit along expressway at SR 111.	111	TIP, SR-111 is too far west to meet travel demand, based on corridor spacing analysis and model sensitivity tests (see TM-06)	N	
139	Salt Lake	Widen	5600 W	Widen 5600 W. to 5 lanes and extend south.	50, 171	LRTP	N	
140	Salt Lake	extension	7200 W.	Continue 7200 W. from I-80 to 3500 S.	47, 50	PAMC	Y	
141	Salt Lake	access	6300 W.	Increase access to the 5400 S. - 6200 S. and 6300 W. area.	174	PAMC	Y	
142	Salt Lake	Interchange	P. Mtn.	Connect new facility to I-15 south of Point of the Mountain.	64	PAMC	Y	
143	Salt Lake	Interchange	Bgtr. Hwy.	Connect new facility to Bangerter Highway	57, 246	PAMC	Y	
144a	Salt Lake	Freeway & Interchange	I-215 - I-15	Connect new facility to I-215	136	DNW	N	
144b	Salt Lake	Freeway & Interchange	I-215 - I-15	Connect new facility to I-15 at the Point of the Mountain.	136	PAMC	Y	
145	Salt Lake	Expressway	West Side	Build Bangerter type facility in southwest part of valley, with timed lights.	139	PAMC	Y	
146	Salt Lake	Expressway	U-111	U 111 should be improved; make it an expressway.	57, 59, 103, 111, 246	TIP, U-111 is too far west to meet travel demand (see tech memo) see no. 282	N	
147	Salt Lake	Expressway	5600 W.	Develop 5600/5800 W. into an expressway.	246	PAMC	Y	
148	Salt Lake	Expressway	5900 W.	Build expressway along 5900 W.	62	PAMC	Y	
149	Salt Lake	N/S Freeway	West Side	Build I-15 type of facility.	49, 94, 102, 138, 156, 162, 287, 300, 314, 324, 326, 327,	PAMC	Y	
150a	Salt Lake	Freeway	5800 W.	Construct large freeway at 5800 W. running north/south through Camp Williams	98	PAMC	Y	
150b	Salt Lake	Freeway	5800 W	Construct large freeway at 5800 W. to the west side of Utah Lake, extending to Nephi.		DNW, north-south travel demand drops significantly on the west side of Utah Lake	N	
151	Salt Lake	N/S Freeway	West Side	Build new north/south freeway on the west side.	52, 84, 121, 133, 136, 163, 167, 322	PAMC	Y	
152	Salt Lake	N/S Freeway	Far west side	Build new north/south freeway as far west as possible.	56, 67, 169	TIP, U-111 is too far west to meet travel demand, and facility spacing (see TM-06)	N	
153	Salt Lake	N/S Freeway	W of 4800 W.	Move proposed freeway away from residential area at 4800 W. and 14000 S.	70, 141	Potentially create a island in Bluffdale City separated by MVC corridor	Y	Will be addressed post screening
154	Salt Lake	Freeway	U-111	Build new freeway along U 111 until 11800 S., then curve it along foothills.	70	TIP, U-111 is too far west to meet travel demand, and facility spacing (see TM-06)	N	
155	Salt Lake	Freeway	U-111	Build new freeway along U 111.	49, 50, 57, 64, 179, 189, 299, 314	TIP, U-111 is too far west to meet travel demand, and facility spacing (see TM-06)	N	
156	Salt Lake	Roadway	Bangerter	Turn Bangerter into a freeway.	49, 64, 189, 246, 304	TIP; Bangerter is too far east to meet travel demand;	N	
157	Salt Lake	E/W Freeway	Bngtr. - U-111	Build new freeway with limited access between U 111 and Bangerter.	103	PAMC	Y	
158	Salt Lake	Freeway	PC	Place new corridor where space has been preserved in other studies (power corridor).	53, 57, 60, 105	PAMC	Y	

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		Mode	Location					
159	Salt Lake	Freeway	7200 W.	Build new freeway on 7200 W. beginning at I-80.	107, 291	PAMC	Y	
160	Salt Lake	N/S corridor	Riverton area	Build north/south transportation corridor to serve Riverton area.	68, 250	PAMC	Y	
161	Salt Lake	transit line	Porter Rockwell	Build transit along Porter Rockwell, not Bangerter.	384	NSC, see Porter Rockwell transportation study	N	
162	Salt Lake	transit line	Bluffdale	Build transit options into Bluffdale.	384	PAMC	Y	
163	Salt Lake	transit line	Copperton	Build Mass Transit into Copperton.	59	NSC	N	
164	Salt Lake	transit line	5600 W.	Add public transit on 5600 W. from 3500 S. to I-80.	49	PAMC	Y	
165	Utah	BRT	Any	Build BRT.	41, 85, 87, 131, 195	PAMC	Y	
166	Utah	buses	Any	Add bus lanes to expressways.	41, 88	PAMC	Y	
167	Utah	Buses	Any	Add buses.	81, 89, 128, 145, 188, 190, 199, 203, 225,248, 253, 255, 274, 292, 319, 320	LRTP	N	
168	Salt Lake	Transit	South SL Co.	Need transit in and to South Salt Lake County communities.	384	PAMC	Y	
169	Salt Lake	Commuter Rail	Any	Commuter rail should travel along any new corridor.	55	TIP, commuter rail not viable in project area based on ridership as shown in sensitivity test modeling	N	
170	Salt Lake	Commuter Rail	West side	Commuter rail should pass through west edges of wild and green reserves.	235	TIP, commuter rail not viable in project area based on ridership as shown in sensitivity test modeling	N	
171	Salt Lake	Bus Blvds.	Any	Bus Boulevards sound appealing.	57	PAMC	Y	
172	Salt Lake	BRT	Any	Build BRT.	53, 54, 101, 106, 110, 118, 121, 140, 323, 327, 328	PAMC	Y	
173	Salt Lake	BRT	Proposed Corridor	New freeway should have BRT.	57	PAMC	Y	
174	Salt Lake	Rapid Transit	Rail line	Build rapid transit corridor along freeway.	62	PAMC	Y	
175	Salt Lake	Improve Rail Crossings	6200/7800 S.	Improved rail crossings at 6200, 7800 S. and New Bingham Highway	159	NSC	N	
176	Salt Lake	BRT	Any	Build rapid transit sooner than later.	112, 232, 273	PAMC	Y	
177	Salt Lake	Buses	Any	Add more buses.	83, 92, 140, 210, 219, 245, 307, 308, 315	LRTP	N	
178	Salt Lake	Buses	Any	Add a bus system that moves people in all directions, with many connections.	96, 170, 227, 228	LRTP	N	
179	Salt Lake	New Freeway/ Bus lanes	proposed corridor	Add dedicated bus lanes to new freeway facility.	49	PAMC	Y	
180	Salt Lake	Bus Stops/ Aesthetics	bus stops	Beautify bus stops and provide shelter for waiting passengers.	182	NSC	N	
181	Salt Lake	Buses/ Bikes	buses	Equip all buses and trains to handle bikes.	83	PASD	Y	

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		Mode	Location					
182	Salt Lake	Light Rail	Any	Build light rail.	83, 94, 103, 106, 110, 116, 117, 118, 133, 138, 140, 156, 159, 160, 170, 171, 179, 189, 219, 238, 245, 250, 256, 265, 273, 286, 287, 280, 289, 290, 302, 307, 321, 324, 327	DNW; daily ridership as shown in sensitivity test modeling shows that LRT is not viable in Utah County, and in Salt Lake County it is most likely not viable, even with the Growth Choices "Vision" land use; this will be further addressed in the DEIS	N	
183	Salt Lake	TRAX	Old Bng./	Build TRAX down Old Bingham Highway.	147	LRTP	N	
184	Salt Lake	Light Rail	West Side	Light rail should link to college campus', shopping areas, airports, and hospitals on the west side.	160, 232, 260, 304	TIP, light rail not viable in project area based on ridership as shown in sensitivity test modeling, see TM-06; considered in LRTP	N	
185	Salt Lake	Light Rail	SLCC	Light rail should link to Community College Campus.	60	TIP, light rail not viable in project area based on ridership as shown in sensitivity test modeling, see technical memo (to be prepared); considered in LRTP	N	
186	Salt Lake	Light Rail	90th & 106th	Build light rail along 90th and 106th South.	180	NSC, refer to LRTP for planned LRT lines	N	
187	Salt Lake	TRAX extend	Any	Add north/south TRAX extension.	235, 256, 314	DNW, refer to LRTP for transit improvements	N	
188	Salt Lake	parking & improve	TRAX stations	Add parking and protected waiting areas to TRAX stations.	167, 238	NSC, refer to LRTP for planned LRT lines	N	
189	Wasatch	Light Rail	not specified	Build light rail.	224	TIP, light rail not viable in project area based on ridership as shown in sensitivity test modeling, see TM-06; refer to LRTP for planned LRT lines	N	
190	Wasatch	Buses	Any	Better bus service.	224	LRTP, refer to LRTP for transit improvements	N	
191	Utah	Trans. Connections		Build good connections between all transportation systems	80	PASD	Y	
192	Utah	Trans. Alternatives		Affordable, safe, and easy transportation alternatives.	178	PASD	Y	
193	Utah	Trans. Connections		Build roadways that feed into transit system.	44	PAMC	Y	
194	Utah	Trans. Alternatives		All types of transportation alternatives.	195	PAMC	Y	
195	Utah	N/S General		North/South corridors to handle traffic from new development.	43, 72, 222, 258, 303	PAMC	Y	
196	Utah	E/W General		East/West corridors to handle traffic from new development.	43, 72, 166, 259, 295, 296, 303	PAMC	Y	
197	Utah	Road Improvements	Any	Better roads with freeway access.	316	PAMC	Y	
198	Utah	All transit	Any	Build Mass Transit in Utah County.	71, 87, 91, 203, 259	PAMC	Y	
199	Utah	All transit	Any	Build public transportation facility in corridor.	76, 199, 320	PAMC	Y	
200	Utah	All transit	Any	Mass transit should be frequent, corrdinated, and accessible.	161, 225, 254, 271, 319	PAMC	Y	
201	Salt Lake	N/S General		Widen existing main north/south roads in the valley.	50, 55, 64	NSC and Item #296	N	
202	Salt Lake	E/W General		Widen existing main east/west roads in the valley.	49, 50, 55, 60, 98, 107, 109, 121, 133, 291, 304	NSC	N	

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		Mode	Location					
203	Salt Lake	Alignments	Any	New roads should be built on a grid system.	60	PAMC	Y	
204	Salt Lake	Trans. Alternatives		A mix of transportation modes is needed and they should be integrated with existing corridors and arterials.	50, 57, 93, 95, 109, 121, 186, 278, 384	PAMC	Y	
205	Salt Lake	Any		Include a comprehensive mass transit system, including links to both airports.	60, 121, 135, 278, 328	PAMC	Y	
206	Salt Lake	Mass Transit	Any	Greater availibility to mass transit.	231, 278, 289	PAMC	Y	
207	Utah	Freeway/lanes		Designated truck lanes.	73, 209	PASD	Y	
208	Utah	Freeway/lanes		Six lane highway with bus lines adjacent.	88	PAMC	Y	
209	Utah	Freeway/lanes		Add designated truck lane to SR-73.	191	PASD	Y	
210	Utah	SR-73/improve		Widen SR 73, add turning lanes and signals at intersections.	125, 158, 190, 192, 233, 248, 296, 303	PASD	Y	
211	Utah	Interchange		Build new interchange to access Eagle Mountain on I-15 at Point of the Mountain.	73	PAMC	Y	
212	Utah	Bridge		Build overpass over train on Lehi's Main Street or move train.	249	PASD	Y	
213	Utah	SR-73		Reduce congestion on SR 73.	196, 197	PAMC	Y	
214	Utah	SR-73		Shift SR 73 alignment out of Lehi.	80, 157, 161, 192, 194	PAMC	Y	
215	Utah	E/W General		Better connections from Lehi to Redwood Road.	131, 202	PAMC	Y	
216	Utah	Causeway		Build causeway over Utah Lake.	259	TIP; environmentally prohibitive; also DNW	N	
217	Utah	Bridge		Need crossing over Jordan River	43	PAMC	Y	
218	Utah	Expressway		Build expressway.	72	PAMC	Y	
219	Utah	Expressway		Build 5-lane road with limited access points.	76, 157	PAMC	Y	
220	Salt Lake	All/ Lights & MPH		Synchronize the lights and speed limits to match.	167	PAMC; relates to TSM/TDM alternative	Y	
221	Salt Lake	Any/ Blvds.		Boulevards should be used everywhere.	57	TIP; boulevards alone do not adequately address travel demand	N	
222	Salt Lake	Any/ truck lanes		Create special purpose lanes for rush hours and trucks.	298	PASD	Y	
223	Salt Lake	Any/ Blvds.		Build boulevards and arterials in corridor.	325	NSC; the addition of boulevards and arterials alone does not adequately address travel demand or safety as set forth in NSC	N	
224	Salt Lake	Any/ Improve		Any improvement is a good idea, the west side is a mess.	176	PAMC	Y	
225	Salt Lake	Any/ lft. Turn		Add more left-turn only lights.	287	PASD	Y	
226	Utah	Any/Aesthetics		Environmentally friendly, landscaping, attractive roads with curb & sidewalks.	196, 220, 247	PASD	Y	
227	Salt Lake	Any/Trees		Plant trees along new corridor.	286, 288	PASD	Y	
228	Utah	SSprgs/Trail		Address trail system to Saratoga Springs, and under RR in Pleasant Grove.	43	PASD	Y	
229	Utah	Ut.Lk/Trail		Add trails around the Lake and river.	243, 253	PASD	Y	
230	Utah	Bicycle Paths		Add bicycle paths.	195, 233	PASD	Y	
231	Utah	J. River/Bike Path		Complete Jordan River Bike Path.	254	PASD	Y	
232	Utah	SR-68, RWR, Main/Bike Path		Add bike lanes to SR 68, Redwood Road, Lehi's Main St.	196, 253, 275, 294	PASD	Y	
233	Utah	Pedestrian Trails		Add pedestrian trails.	195	PASD	Y	
234	Salt Lake	Bike Trails		Build bike trails that can be used to commute to work.	83, 119	PASD	Y	
235	Salt Lake	WVC/Bike Trails		Build more bike trails in West Valley City.	290	PASD	Y	

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		Mode	Location					
236	Salt Lake	Mountain/Bike Trails		Connect bike trails to mountain trail systems.	83	PASD	Y	
237	Salt Lake	All roads/Bike lanes		Add bike lanes to all roadways.	83, 133, 189, 278, 286, 304	PASD	Y	
238	Salt Lake	Any/Walking Paths		Include walking paths throughout the corridor.	118, 119, 189, 278, 286	PASD	Y	
239	Salt Lake	Walking Paths		Please build walkable communities.	167, 237	PASD	Y	
240	Salt Lake	Foothills/Equin Trails		Add equin underpasses to the foothills.	263	PASD	Y	
241	Salt Lake	Canal/Bike-Ped Trail		A bike/pedestrian trail along the canal would be widely used.	133, 238	PASD	Y	

Appendix B

Maps of MVC Conceptual Alternatives for Level 2 Screening

Salt Lake International Airport

I-80

SALT LAKE CITY

SR 201

I-15

I-80
I-15

I-215

I-80

I-15

MAGNA

3500 South

WEST VALLEY CITY

I-215

Alliant Tech

SR 111

TAYLORSVILLE

5400 SOUTH

BANGERTER HWY

I-215

HWY 48

WEST JORDAN

OLD BINGHAM HWY

SR 111

SR 154

I-15

SOUTH JORDAN

Preserved Rail Opportunity

RIVERTON

HERRIMAN

BLUFFDALE

DRAPER

Camp Williams

2100 NORTH

REDWOOD RD

I-15

LEHI

SR 73

1000 SOUTH

AMERICAN FORK

EAGLE MOUNTAIN

PLEASANT GROVE

I-15

SR 68

LINDON

SARATOGA SPRINGS

Utah Lake

Mountain View Corridor Vision

March 10, 2004

Legend

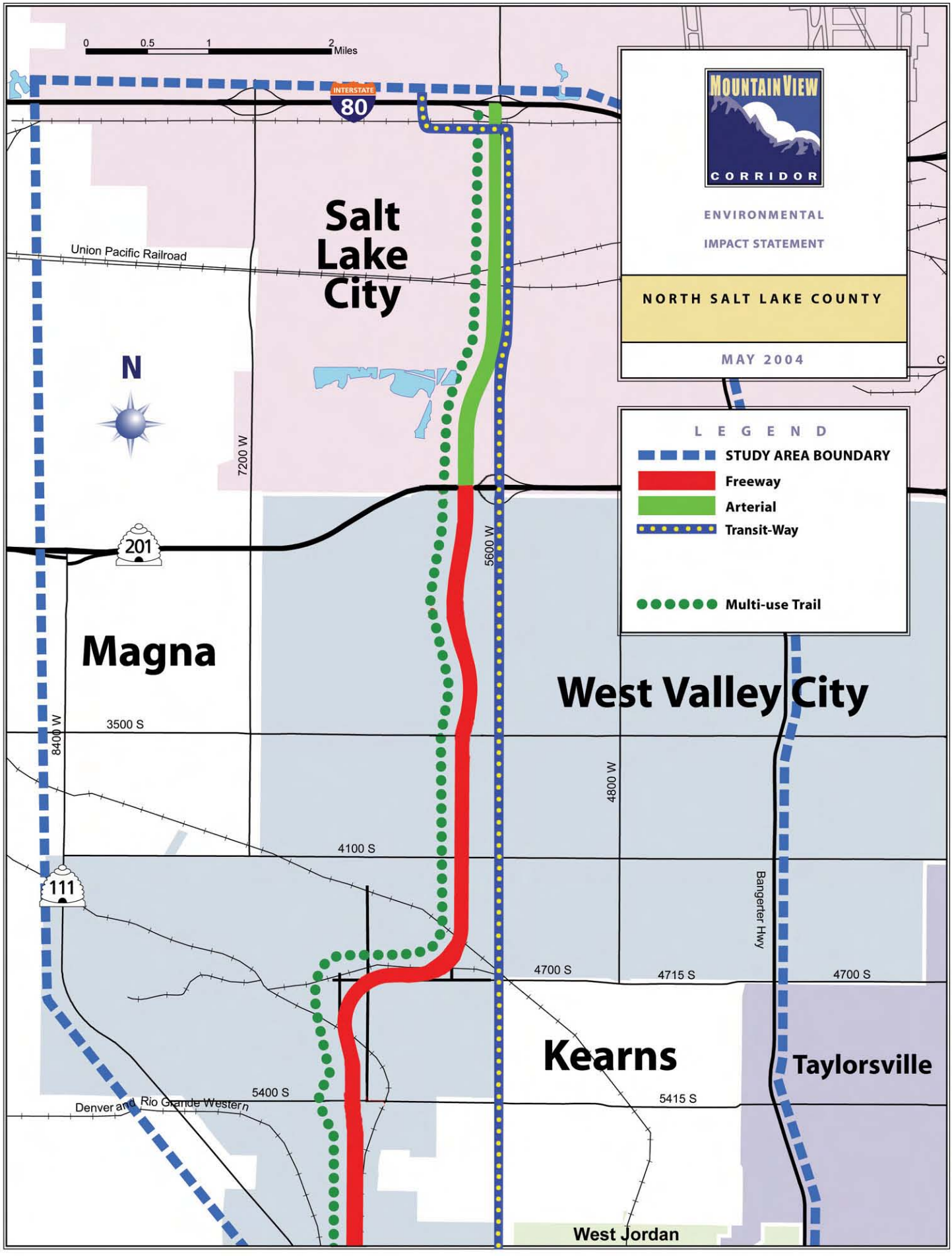
- Freeway
- Parkway
- Light Rail per Long Range Plan
- Streetcar
- Transit way / Streetcar Options
- Rapid Bus (mixed with traffic)
- Bus Rapid Transit - fixed guideway
- Bus Rapid Transit per Long Range PLan
- Long Range Plan Light Rail
- Existing Commuter Rail
- Pedestrian Oriented Village Center
- Pedestrian Oriented Town Center
- Pedestrian Corridor (Main Street)
- Study Area Boundary

N

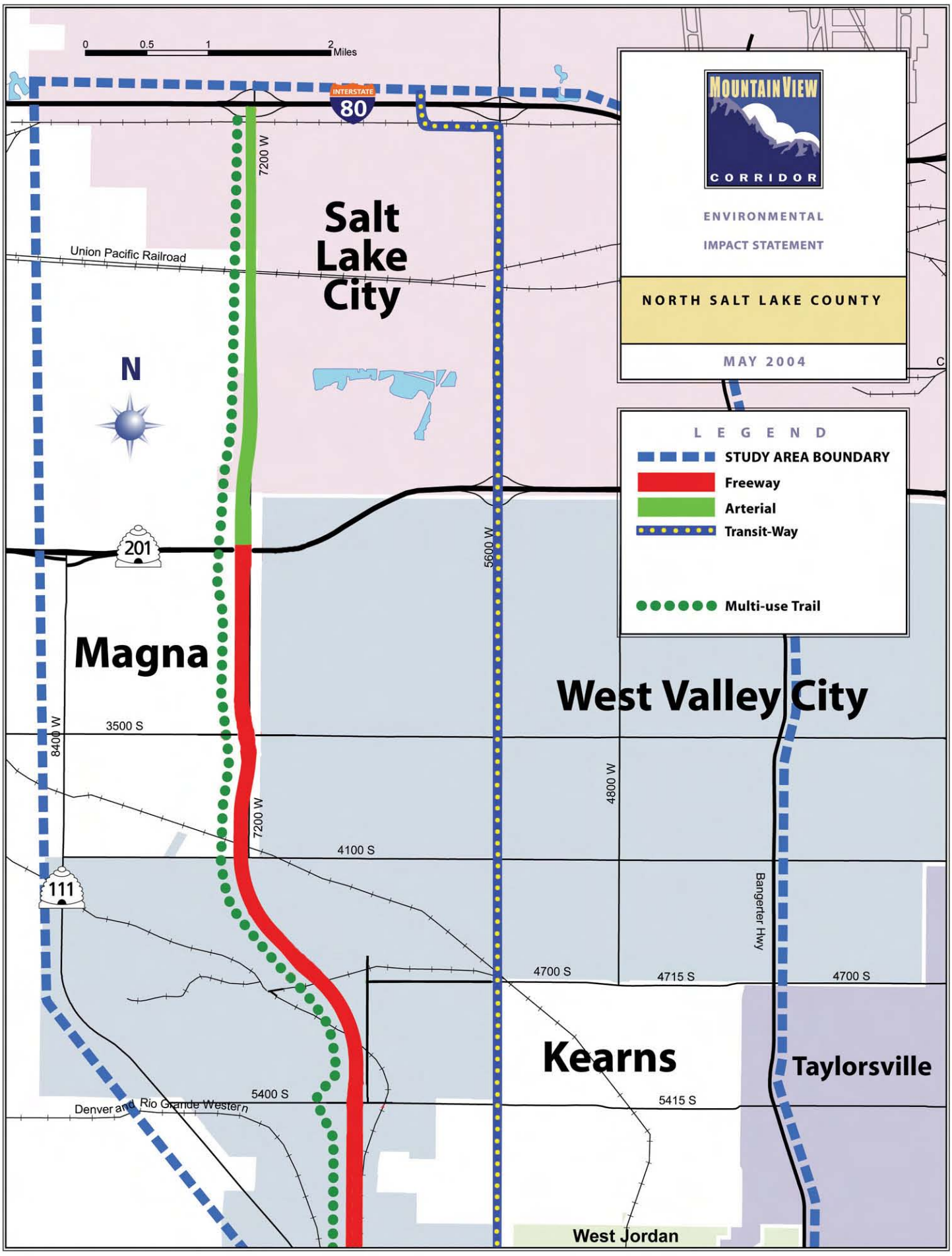
Miles

0 1 2

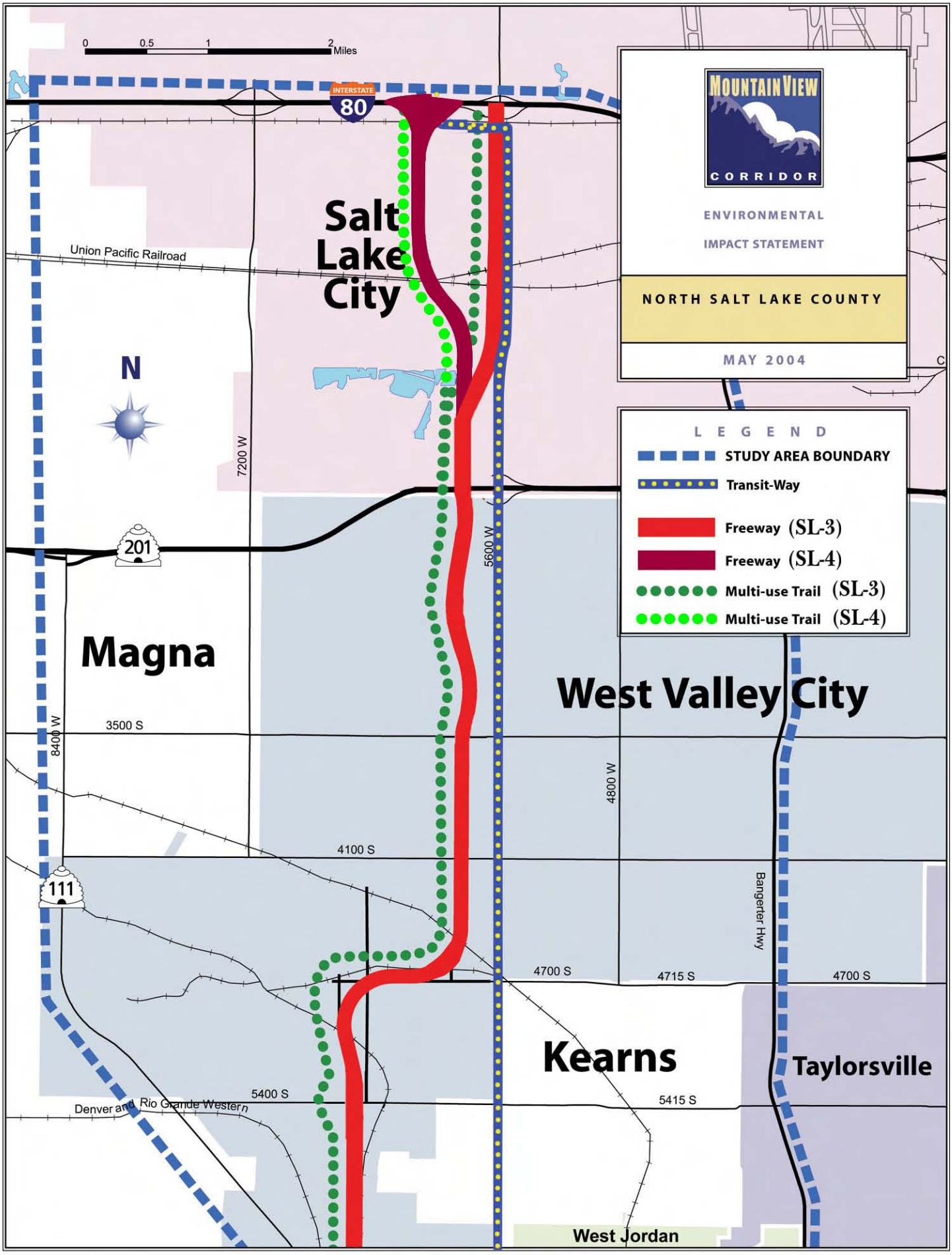
Alternative SL-1



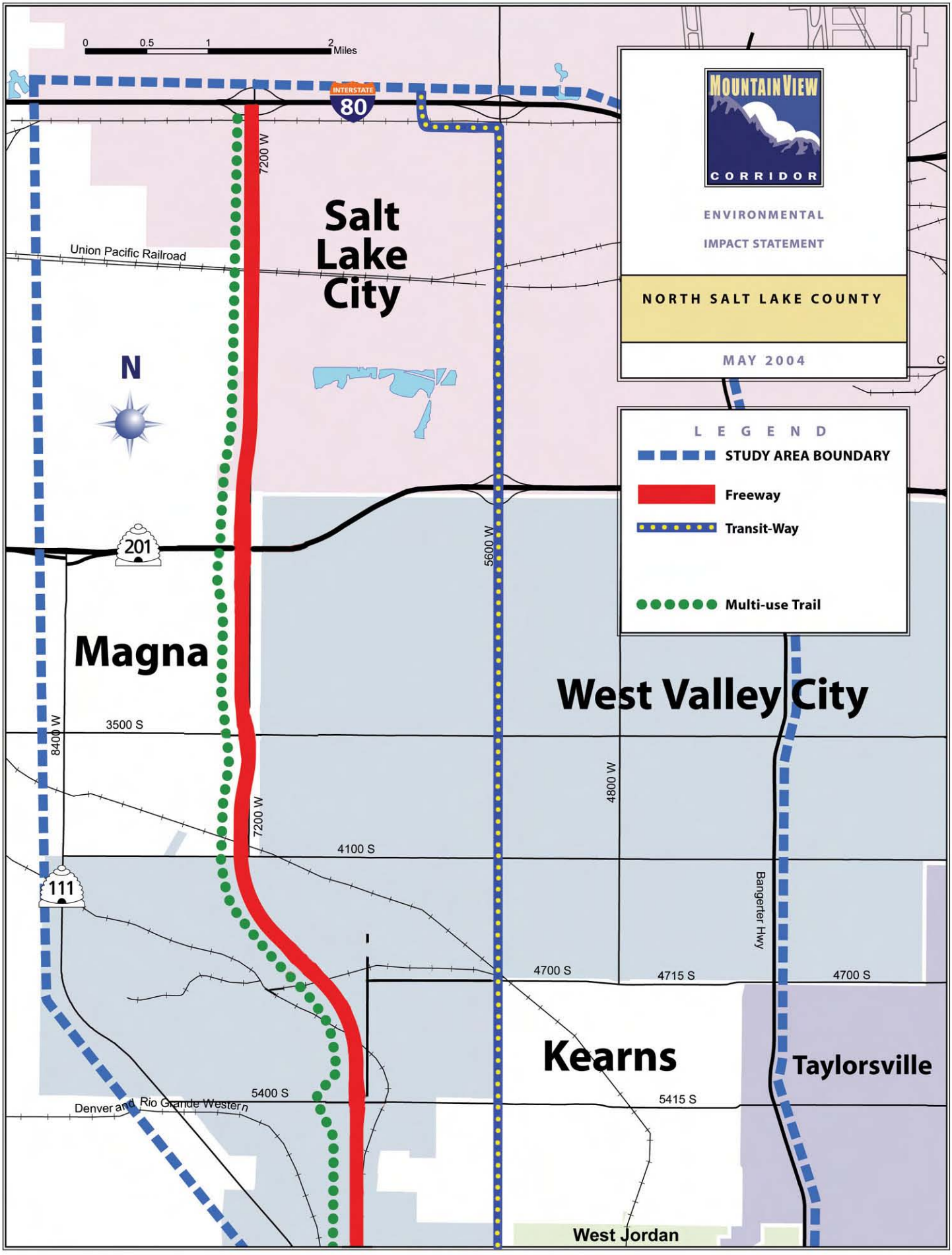
Alternative SL-2



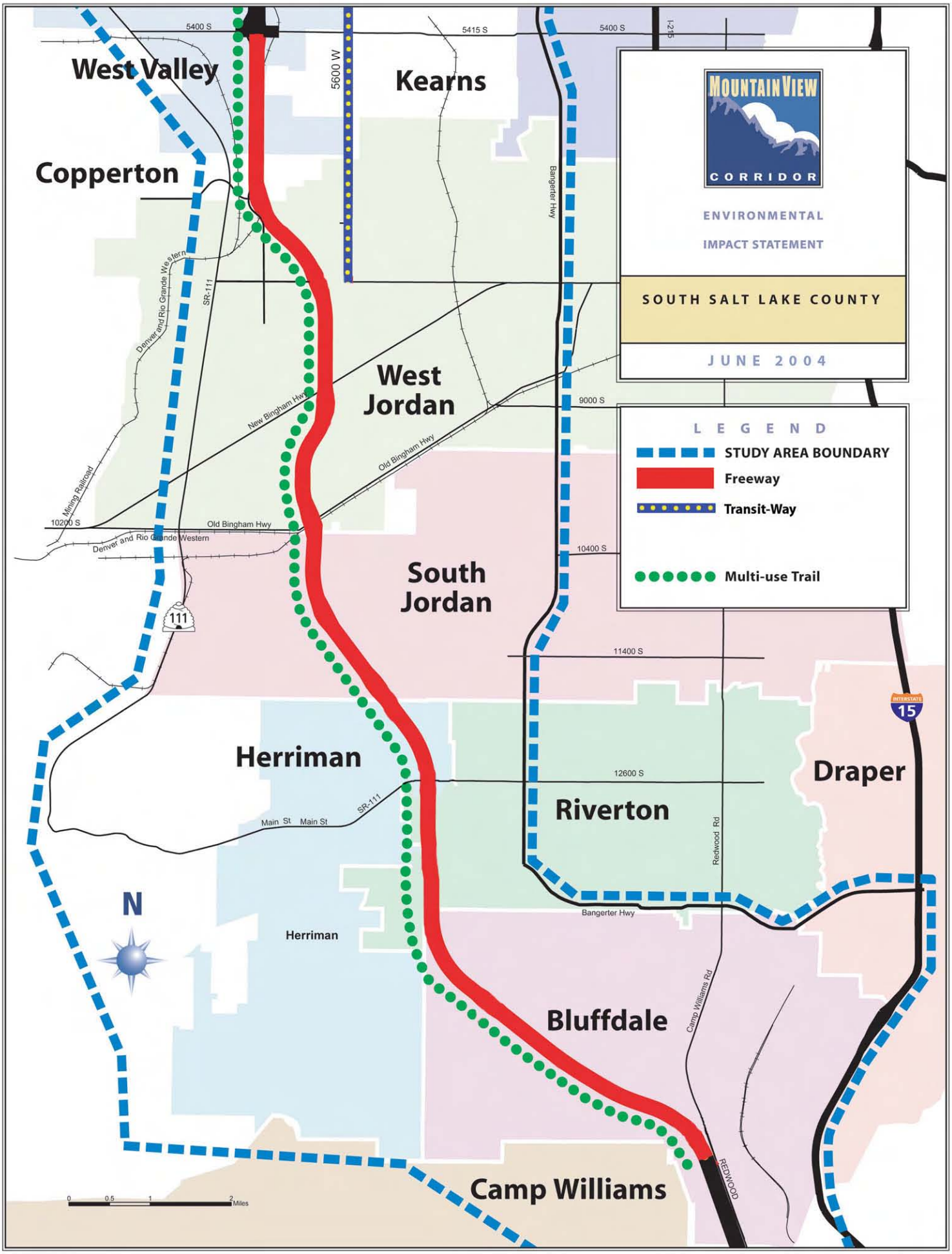
Alternative SL-3 / SL-4



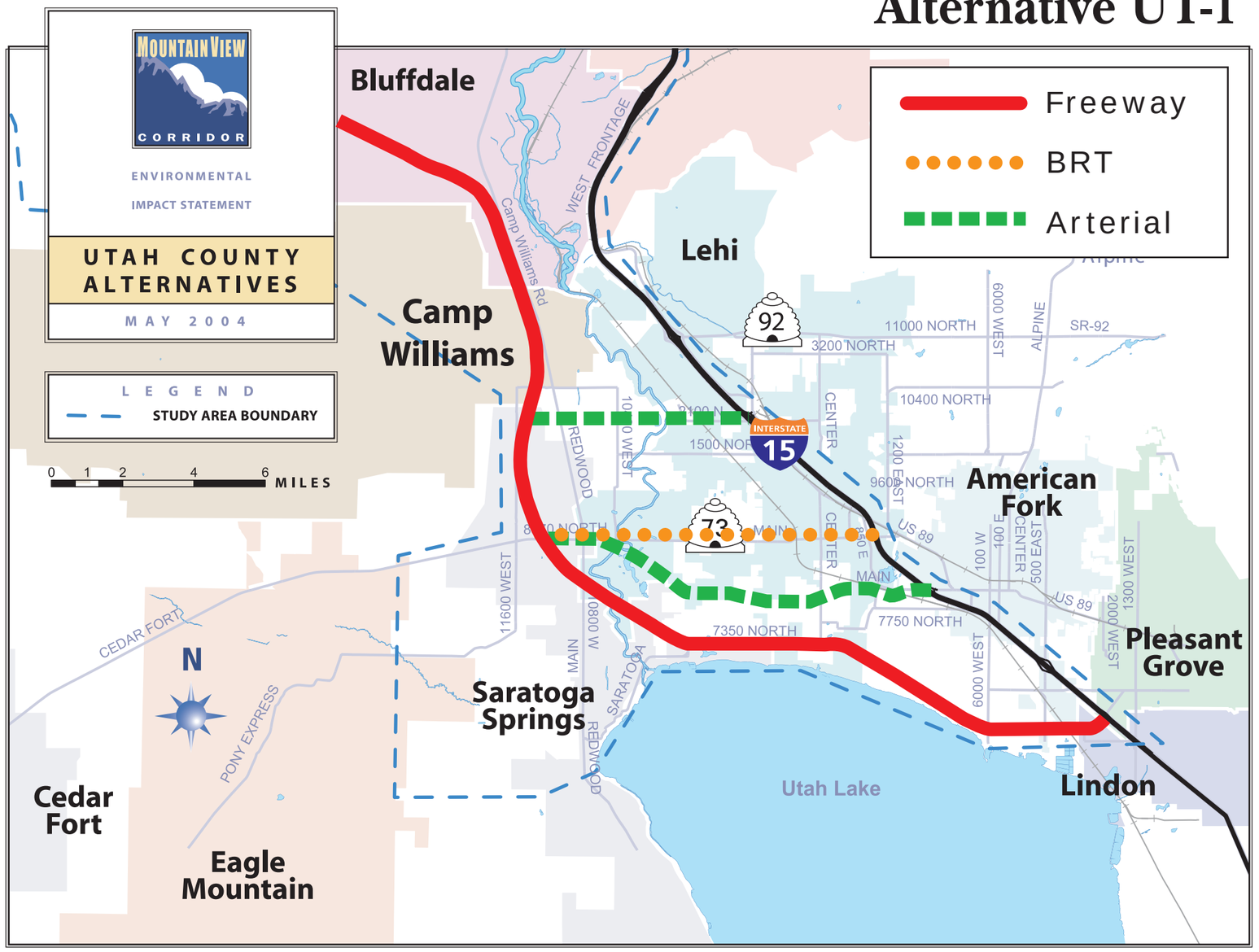
Alternative SL-5



Alternatives SL-1 - SL-5



Alternative UT-1



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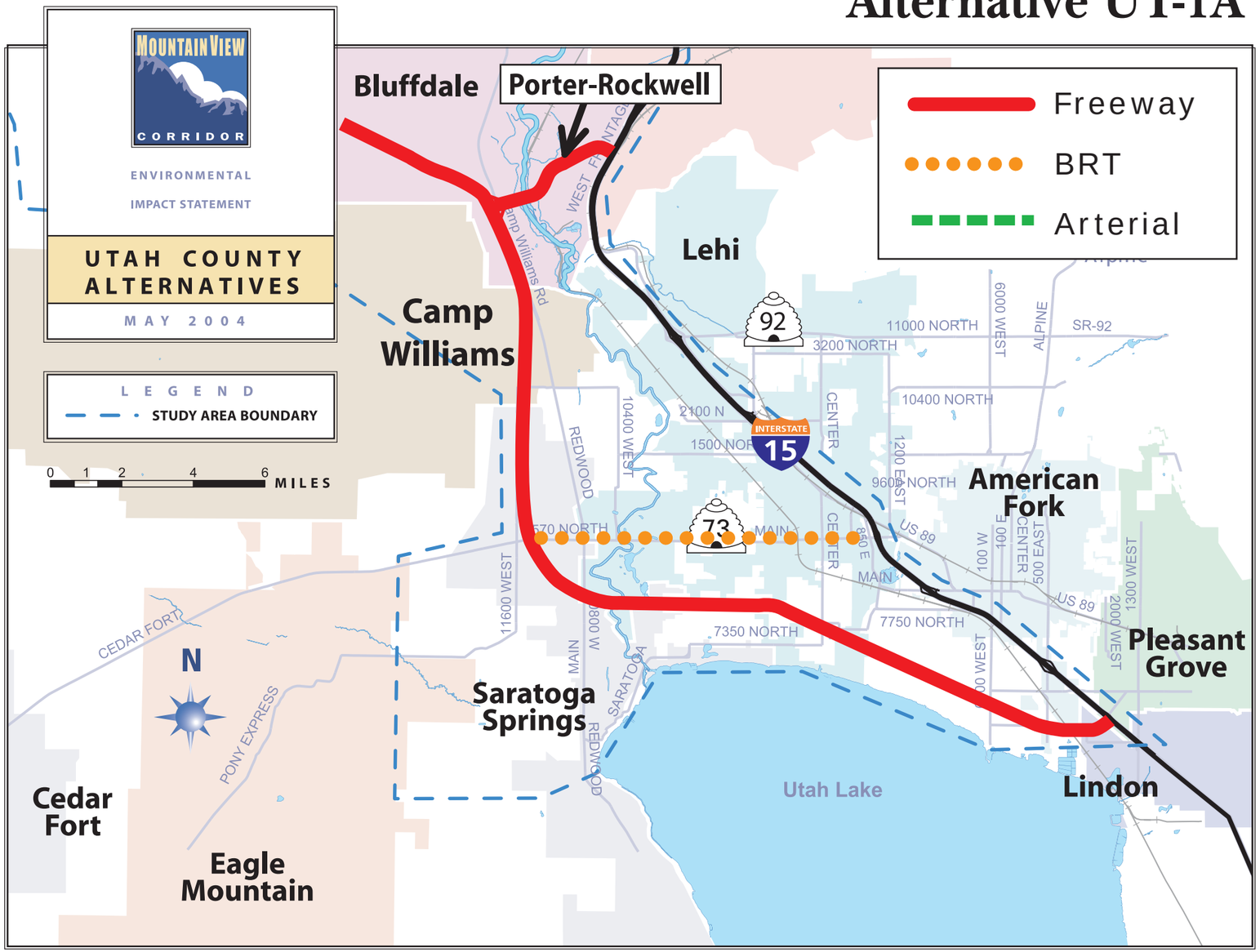
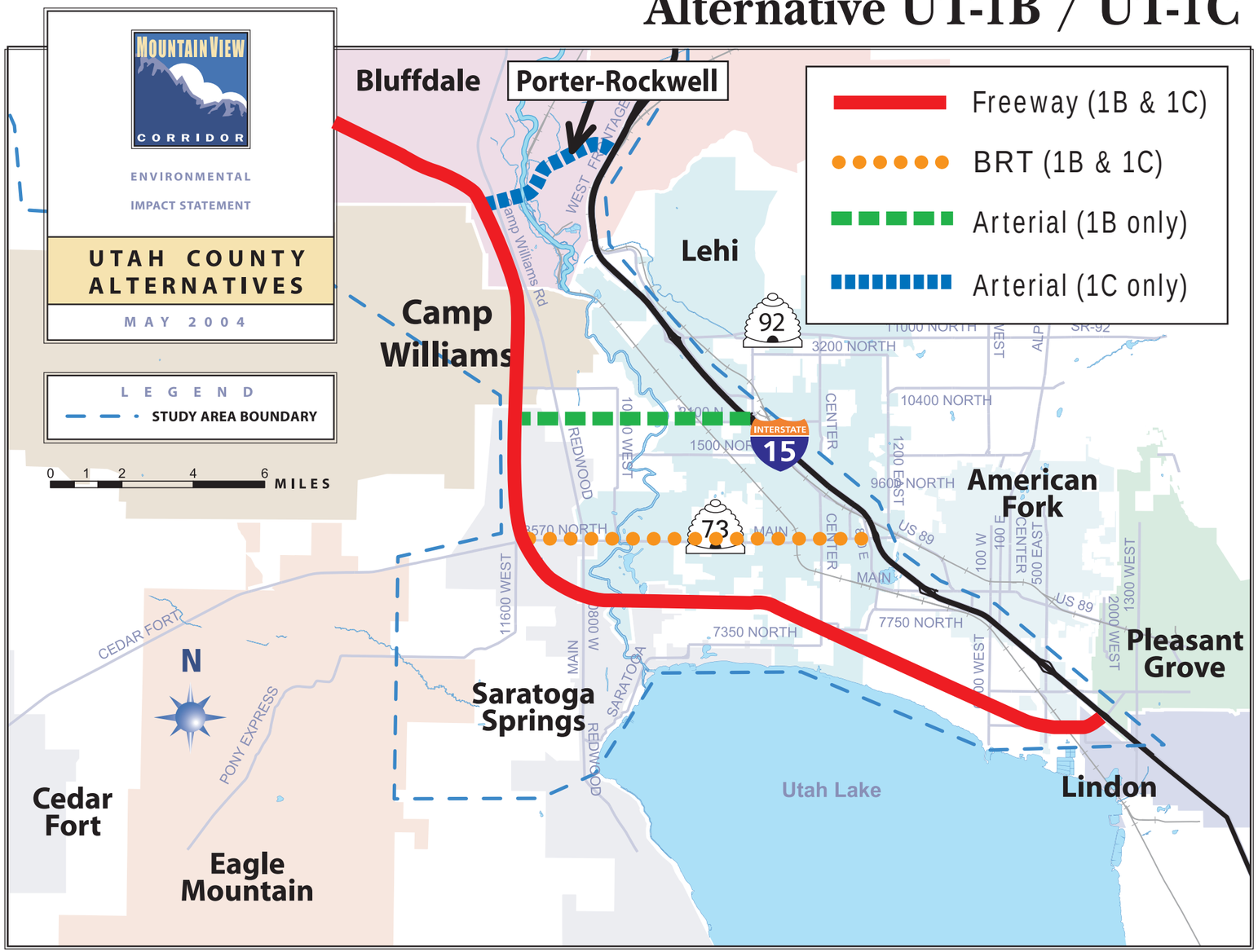


Alternative UT-1B / UT-1C



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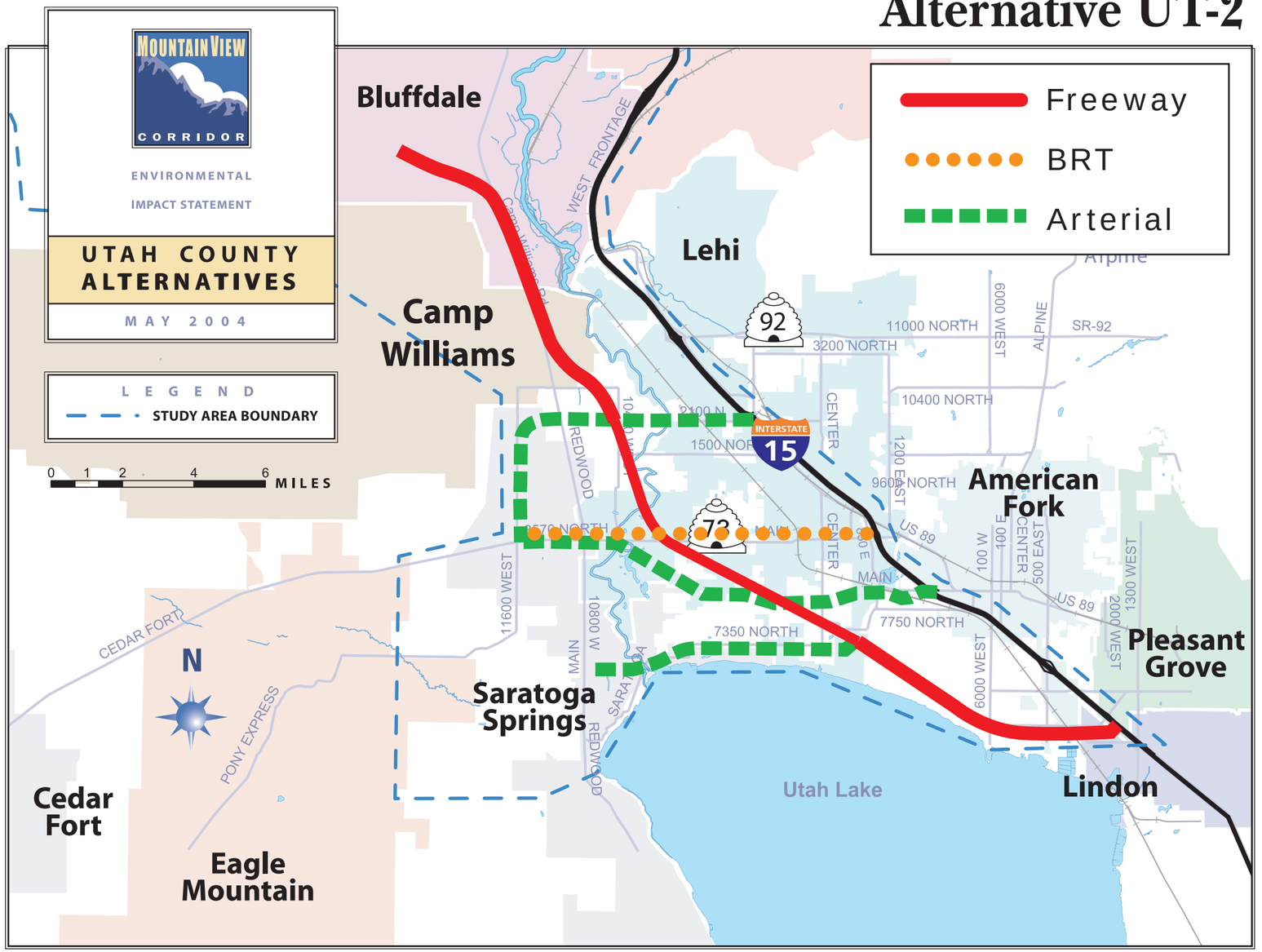

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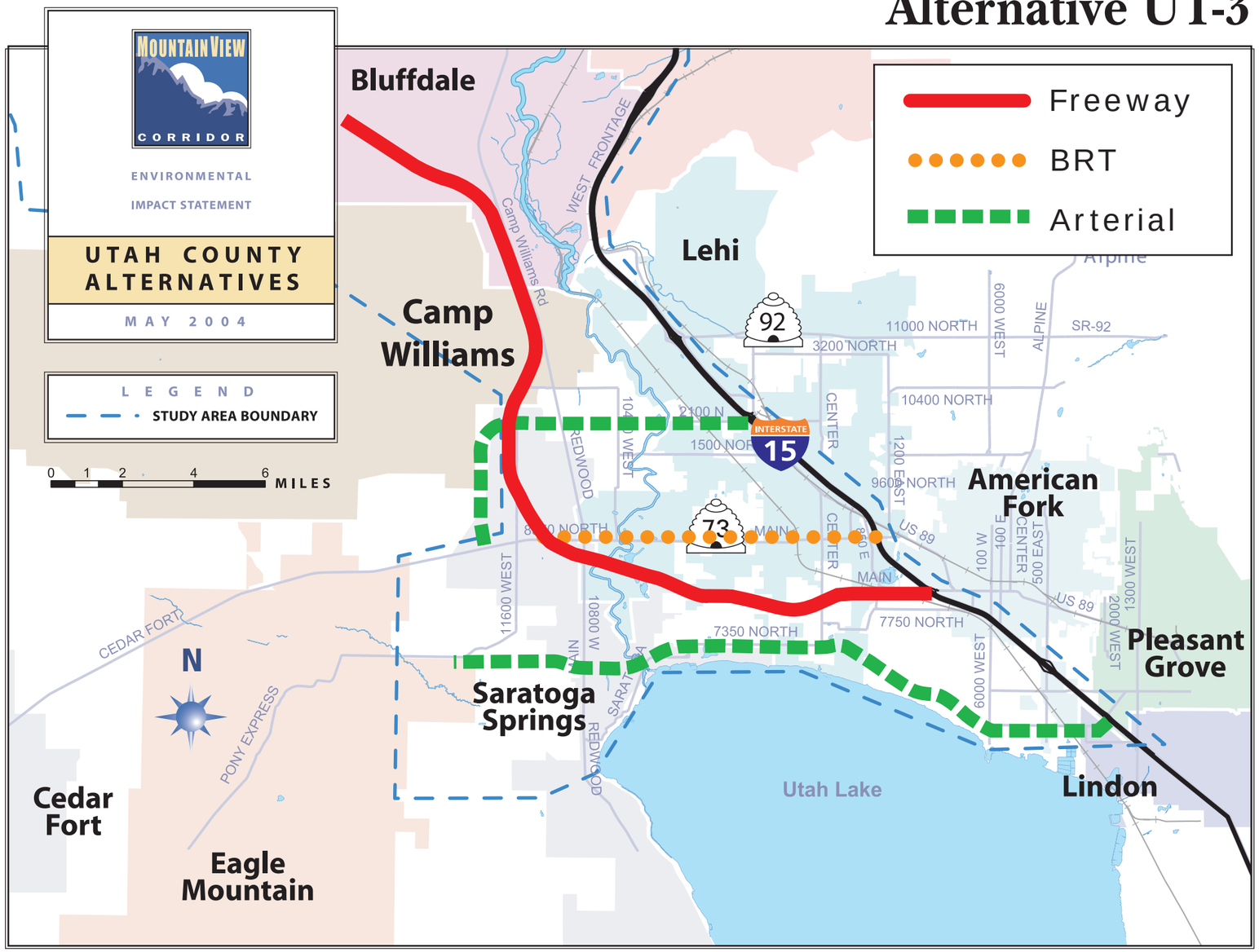

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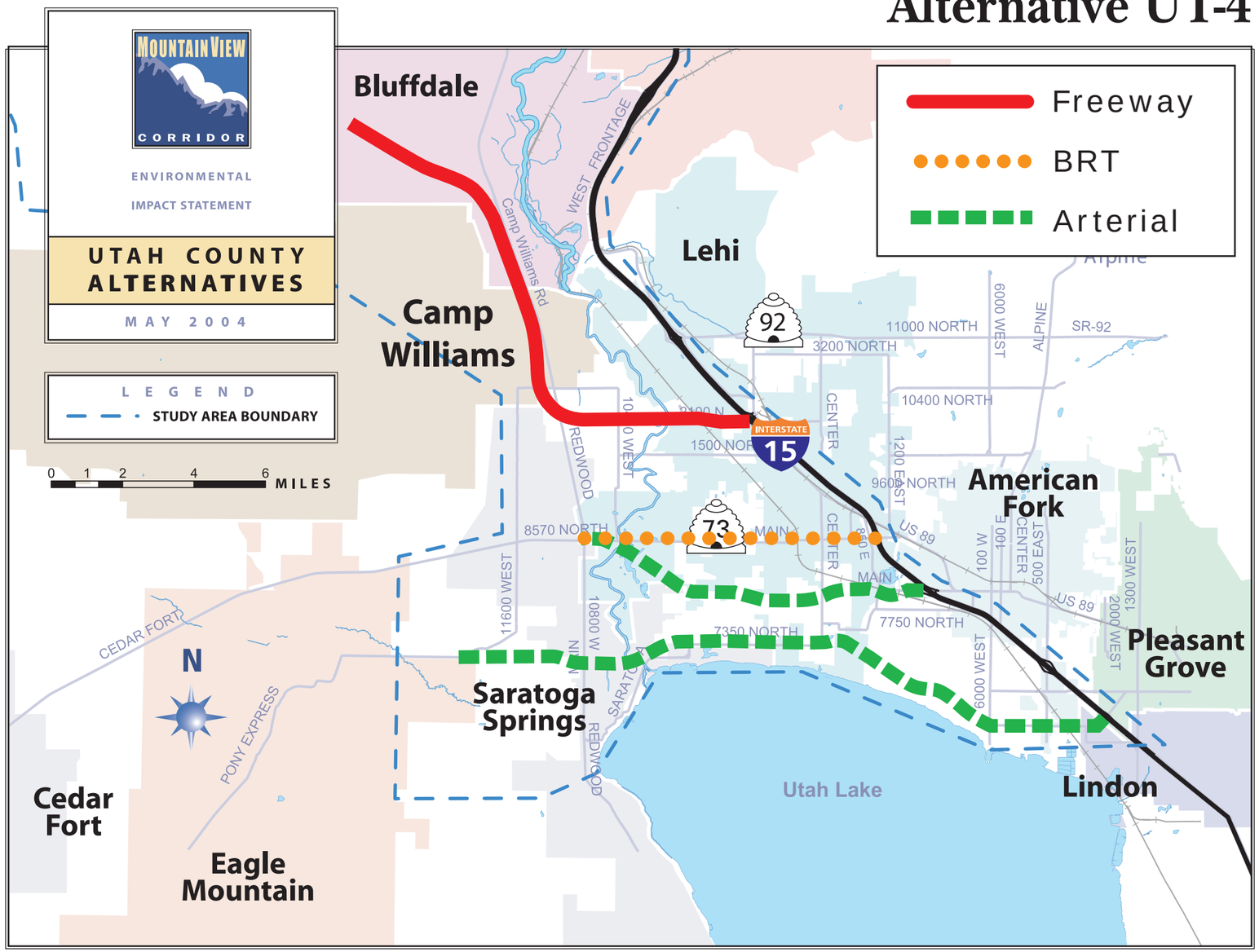
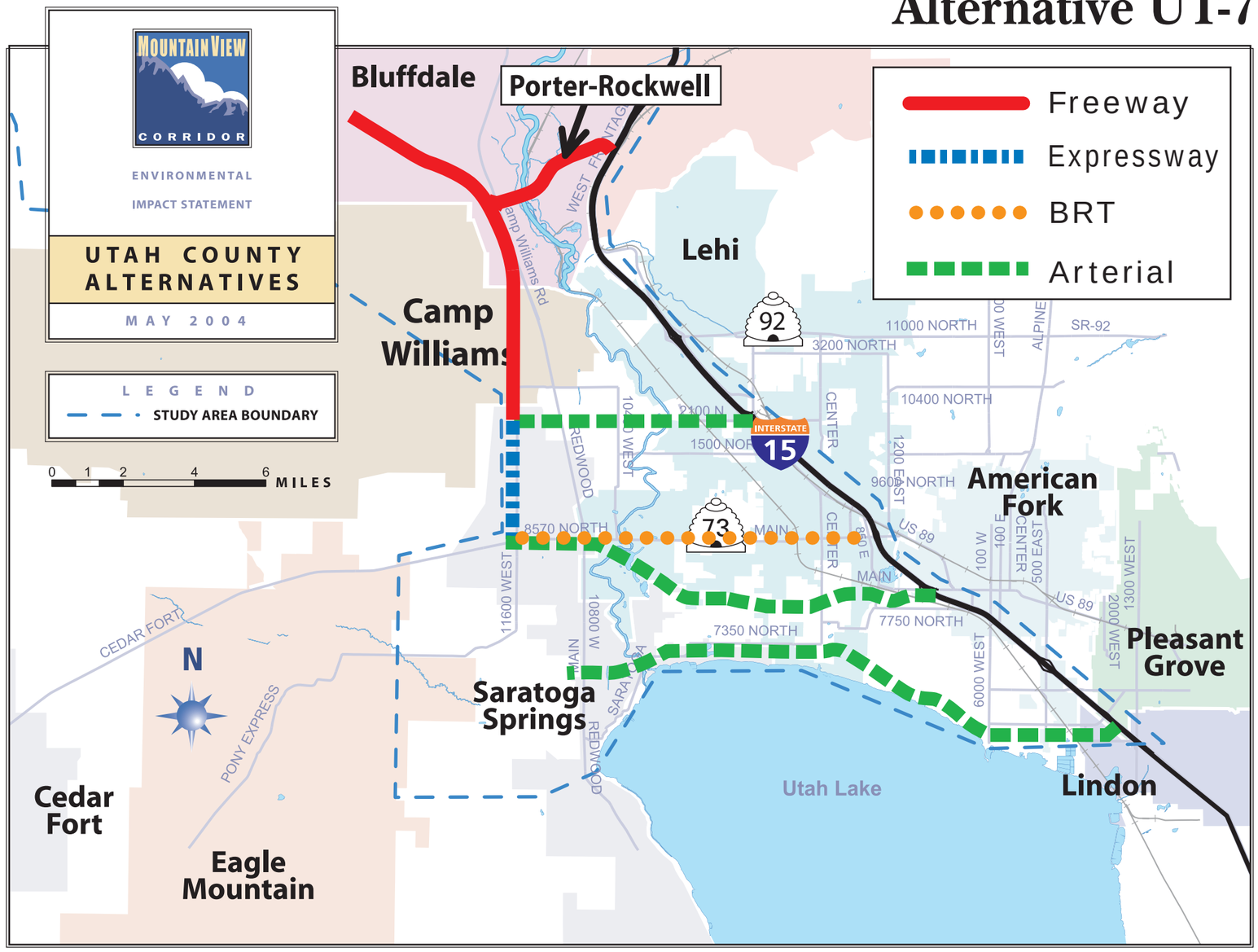


Alternative UT-5

Alternative UT-6

Alternative UT-7



Appendix C

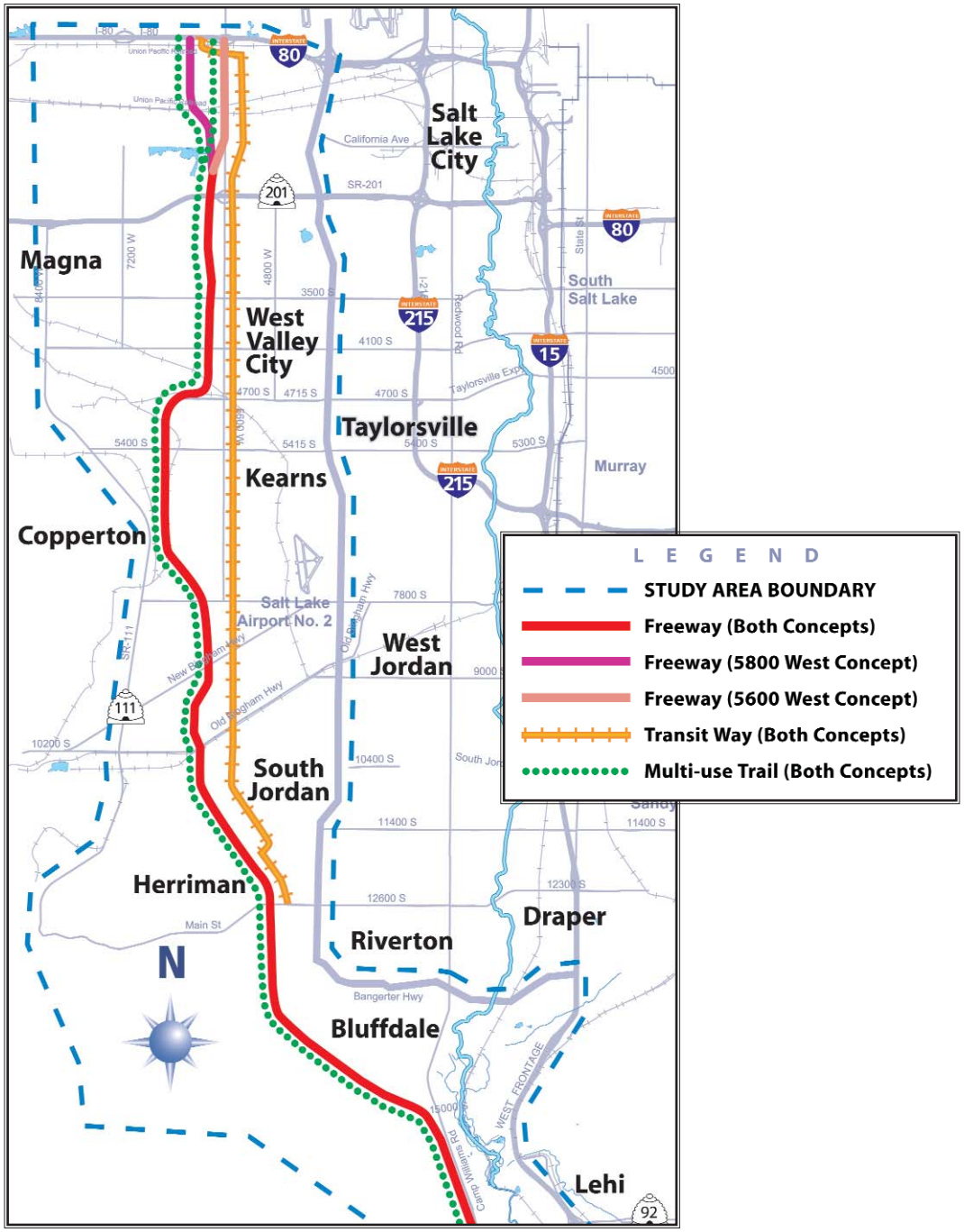
Maps of MVC Conceptual Alternatives Forwarded to *DEIS*

5600 West and 5800 West Freeway Concepts

MOUNTAIN VIEW CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

5600 West Freeway Concept and
5800 West Freeway Concept



EIS PARTNERS

udot.utah.gov/mountainview
1.800.596.2556

FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT ADMINISTRATION
UTAH DEPARTMENT OF TRANSPORTATION
UTAH TRANSIT AUTHORITY
WASATCH FRONT REGIONAL COUNCIL
MOUNTAINLAND ASSOCIATION OF GOVERNMENTS

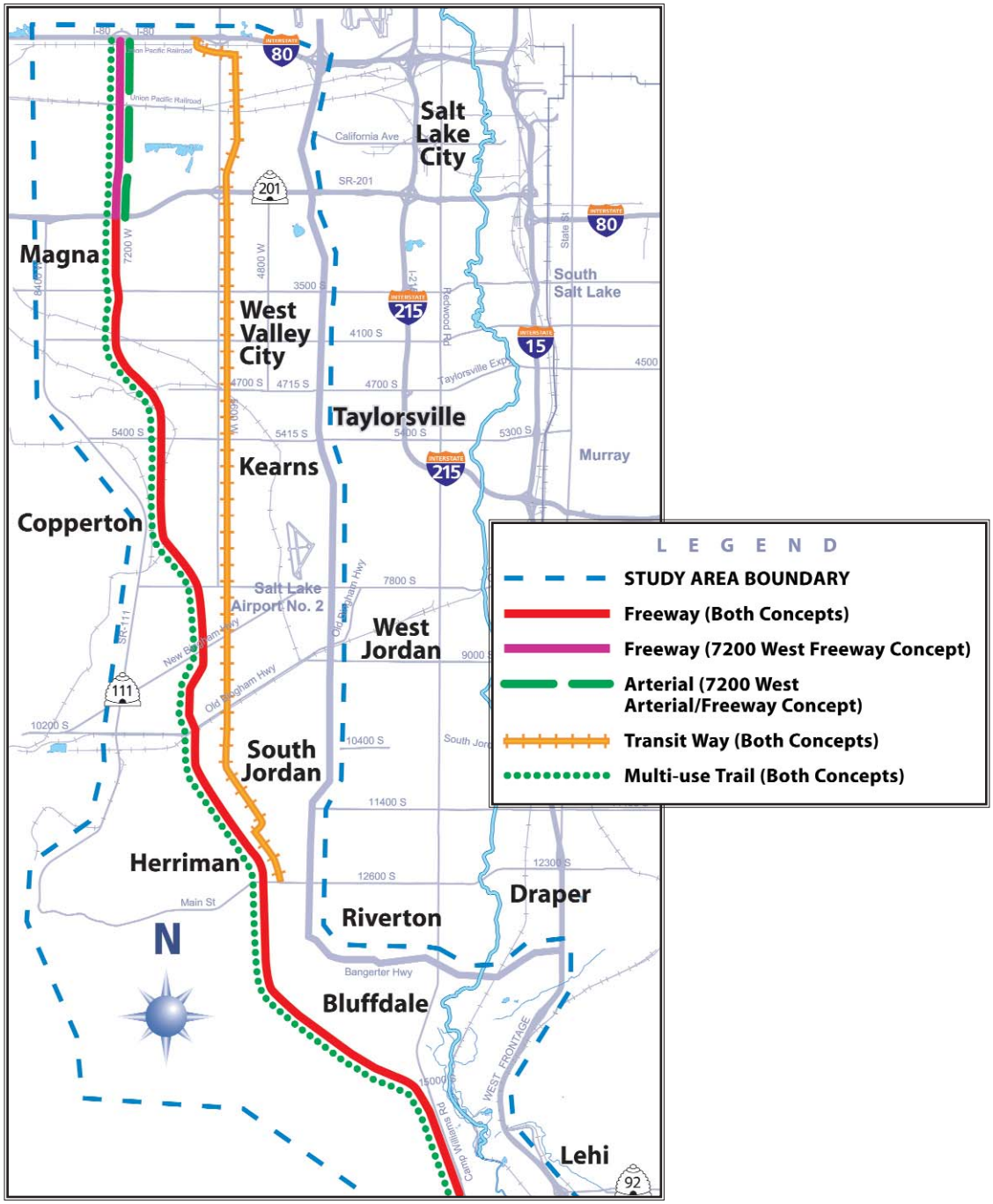
GROWTH CHOICE PHASE
FACILITATED BY ENVISION UTAH

7200 West Concepts

MOUNTAIN VIEW CORRIDOR

ENVIRONMENTAL IMPACT STATEMENT

7200 West Freeway Concept and
7200 West Arterial/Freeway Concept



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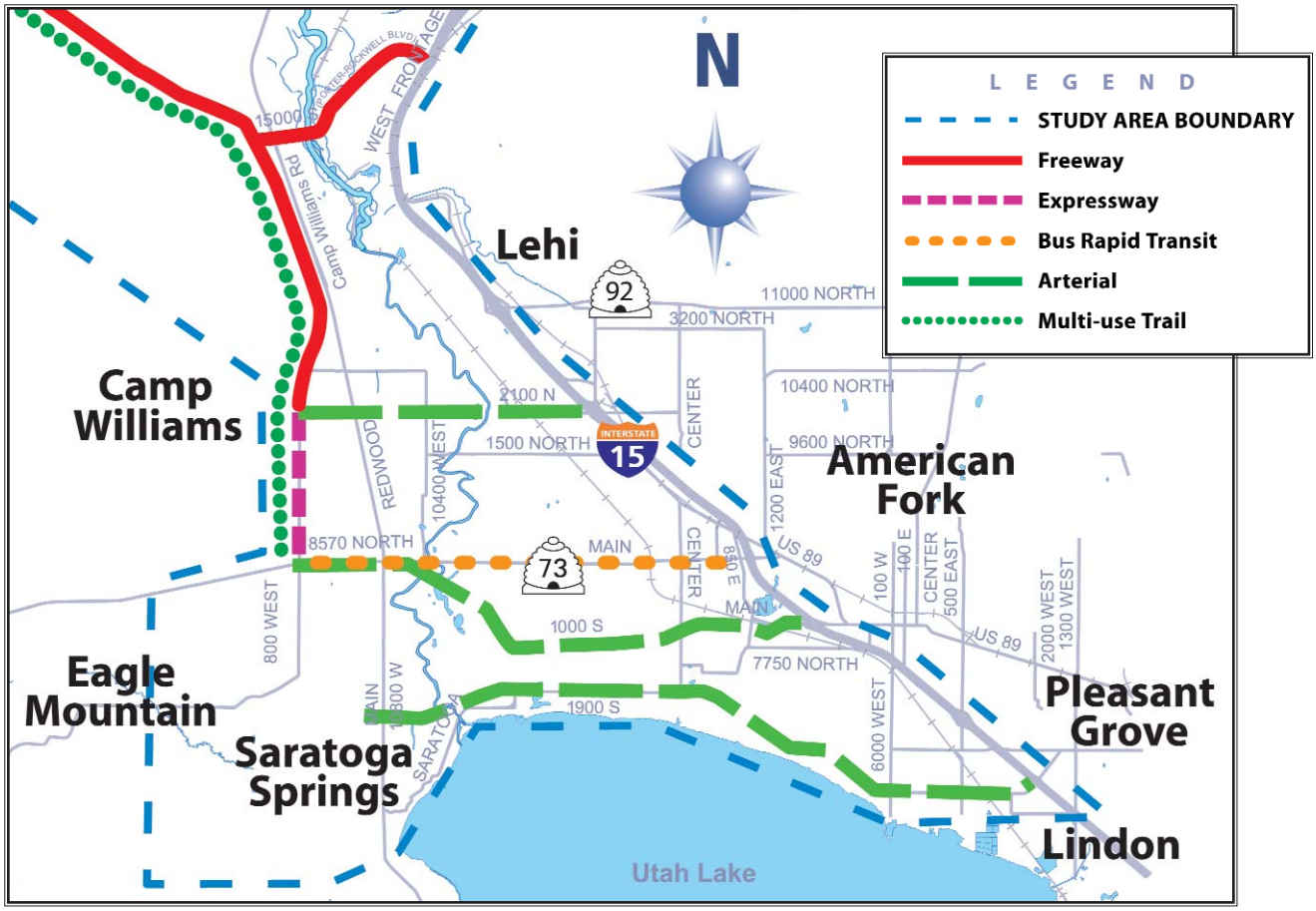
Northern Freeway Concept

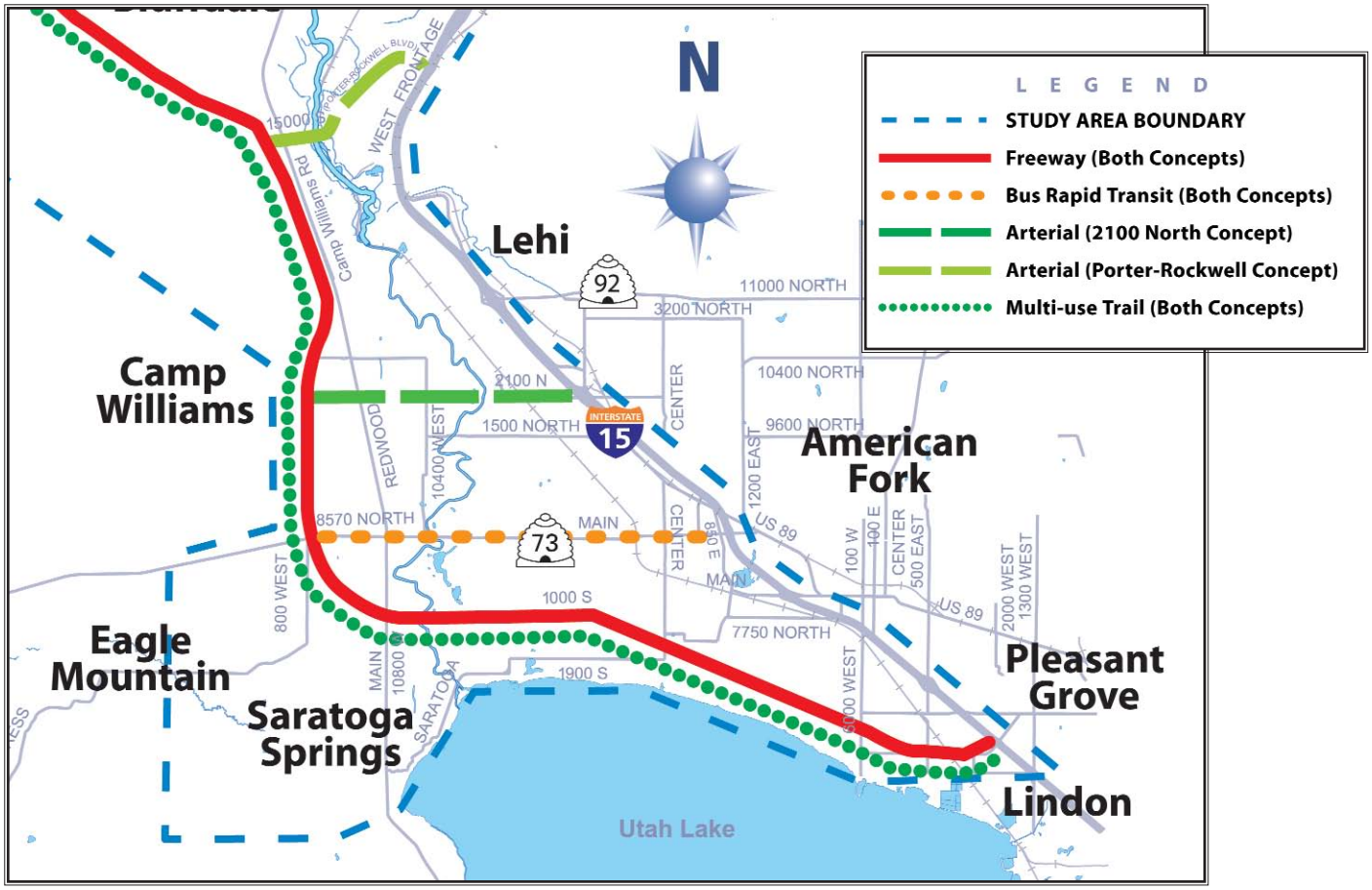


MOUNTAIN VIEW CORRIDOR

ENVIRONMENTAL

IMPACT STATEMENT

Southern Freeway with Porter-Rockwell Concept and
Southern Freeway with 2100 North Concept



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Arterials Concept